



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

T (213) 236-1800

F (213) 236-1825

www.scag.ca.gov

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San Bernardino County: Gary Oritt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallum, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Huemene

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Milhouse, Moorpark

MEETING OF THE

TRANSPORTATION AND COMMUNICATIONS COMMITTEE

NOTE NEW LOCATION AND TIME

Thursday, June 7, 2007

10:30 a.m. – 11:30 a.m.

Lake Arrowhead Resort & Spa
27984 Highway 189

Lake Arrowhead, CA 92352
909.336.1511

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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Transportation and Communications Committee Membership

June 2007

*Baldwin, Harry, **Chair***
*Lowenthal, Bonnie, **Vice Chair***

San Gabriel
Long Beach

Member

Adams, Steve
Aldinger, Jim
Beauman, John
Becerra, Glen
Bone, Lou
Brown, Art
Buckley, Thomas
Burke, Yvonne
Carroll, Stan
Chlebnik, John
Correa, Lou
Dale, Lawrence
Daniels, Gene
DeLara, Juan
Dixon, Richard
Dunlap, Judy
Edgar, Troy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Gurule, Frank
Hack, Bert
Hernandez, Robert
Herrera, Carol
Joffe, Enid
Lowe, Robin
Marshall, Patsy
Masiel, Andy
Messina, Barbara
Millhouse, Keith
O'Connor, Pam
Ovitt, Gary
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Roberts, Ron
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey
Sykes, Tom
Szerlip, Don
Wapner, Alan

Representing

Riverside, WRCOG
Manhattan Beach
Brea
Simi Valley
Tustin
Buena Park
Lake Elsinore
Los Angeles County
La Habra Heights
WRCOG
Orange County
Barstow
Paramount
Coachella
Lake Forest
Inglewood
Los Alamitos
Moreno Valley
Long Beach
Grand Terrace
Laguna Niguel
Cudahy
Laguna Woods
Anaheim
Diamond Bar
San Gabriel Valley COG
Hemet/RCTC
Buena Park
Pechanga Band of Luiseno Indians
Alhambra
Moorpark
Santa Monica
San Bernardino County
Los Angeles
Cathedral City
Fullerton
Temecula
Westlake Village
Los Angeles
Arroyo Verdugo COG
County of Riverside
Walnut
Redondo Beach/SBCCOG
Ontario

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

*"Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee."*

- | | | | |
|-------|--|------------------------------|-----|
| 1.0 | <u>CALL TO ORDER & PLEDGE
OF ALLEGIANCE</u> | Hon. Harry Baldwin,
Chair | |
| 2.0 | <u>ELECTION OF CHAIR AND VICE CHAIR</u> | | |
| 3.0 | <u>PUBLIC COMMENT PERIOD</u>
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. | | |
| 4.0 | <u>REVIEW and PRIORITIZE AGENDA ITEMS</u> | | |
| 5.0 | <u>CONSENT CALENDAR</u> | | |
| 5.1 | <u>Approval Items</u> | | |
| 5.1.1 | <u>Minutes of April 5, 2007 Meeting</u>
Attachment | | 1 |
| 5.1.2 | <u>Aviation Task Force Recommendation for SCRAA</u>
<u>Standing Committees</u>
Attachment | | 10 |
| 5.2 | <u>Receive and File</u> | | |
| 5.2.1 | <u>2007 State and Federal Legislation Matrix</u>
Attachment | | 11 |
| 5.2.2 | <u>SB 375 (Steinberg)</u>
Attachment | | 83 |
| 5.2.3 | <u>I-710 EIR/EIS Funding Agreement</u>
Attachment | | 116 |



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>ACTION ITEMS</u>			
6.1	<u>Final 2004 RTP Amendment No.3 and 2006 RTIP Amendment No. 8 (Resolution No. 07-488-1) Attachment</u>	Naresh Amatya, SCAG Staff	117	10 minutes
	Brief report associated with the Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8.			
	Recommended Action: Recommend the TCC approve Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTIP.			
7.0	<u>AVIATION TASK FORCE REPORT</u>	Hon. Alan Wapner, Chair		
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair		
9.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Lou Bone, Chair		
9.1	<u>High-Speed Ground Transportation Business Case Attachment</u>	David Chow, IBI Group	221	20 minutes
	This is an overview of the business case approach and preliminary financial results for the High-Speed Regional Transport (HSRT) system developed by IBI Group.			



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

10.0 INFORMATION ITEMS

10.1 2007/2008 RTP Baseline Revenue Forecast Attachment

Annie Nam,
SCAG Staff

230

5 minutes

Staff will provide a brief overview of the
2006/2007 RTP Baseline Revenue Forecast.

11.0 CHAIR'S REPORT

Hon. Harry Baldwin

12.0 STAFF REPORT

13.0 FUTURE AGENDA ITEMS

Any committee member or staff desiring to place items on a future agenda may make such request.

14.0 ANNOUNCEMENTS

15.0 ADJOURNMENT

Due to the Fourth of July holiday, the next meeting of the Transportation & Communications Committee will be held on July 12, 2007 at the SCAG office in downtown Los Angeles.



Transportation and Communications Committee
of the
Southern California Association of Governments
April 5, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair. There was a quorum.

Members Present

Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry- Chair	San Gabriel
Beauman, John	City of Brea
Beccerra, Glen	City of Simi Valley
Bone, Lou	City of Tustin
Burke, Yvonne	Los Angeles County
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forest
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Lowe, Robin	Hemet/ RCTC
Marshall, Patsy	City of Buena Park
Messina, Barbara	City of Alhambra
Millhouse, Keith	City of Moorpark
Parks, Bernard	City of Los Angeles
Pettis, Gregory	City of Cathedral City
Roberts, Ron	City of Temecula
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County
Sykes, Tom	City of Walnut
Wapner, Alan	City of Ontario

Members Not Present

Adams, Steve	Riverside, WRCOG
Brown, Art	City of Buena Park
Buckley, Thomas	City of Lake Elsinore
Chlebnik, John	Orange County
Correa, Lou	Orange County
DeLara, Juan	City of Coachella
Garcia, Leann	City of Grand Terrace
Glabb, Paul	City of Laguna Niguel
Joffe, Enid	San Gabriel Valley COG
Lowenthal, Bonnie-Vice Chair	City of Long Beach
O'Connor, Pam	City of Santa Monica
Ovitt, Gary	San Bernardino County
Rutherford, Mark	City of Westlake Village
Smith, Greig	City of Los Angeles
Szerlip, Don	Redondo Beach/ SBCCOG

New Member

Quirk, Sharon	City of Fullerton
---------------	-------------------

Voting Members, Not Elected Official

James McCarthy, Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 11:04 a.m.

2.0 PUBLIC COMMENT PERIOD

Eric Halley, RCTC, stated that the commission had four points they wished to bring to the attention of the Committee regarding the Highgrove Metrolink Station Feasibility, Item 5.3.

The route has been studied four times over the the last 15 years utilizing SCAG generated data. Each of those four times has been found lacking in both issues of patronage and cost. SANBAG voted unanimously to defer any action at this time and pointed out that any new information they would review. The Commission voted 24 to 1 with 1 abstention to reject this approach and reject the station which is located in Riverside County. The collective vote of the two Commissions is about 50 to 1 at this point not to consider this item and to not expend these dollars. Capital cost for 8 trains a day exceed 150 million dollars which is based on the requirement in contract for the Colton crossing to be constructed to go above 8 trains a day. The station cost itself is 20 million for a projected patronage using SCAG data of 117 passengers doing a round trip making it the least productive station in the Metrolink system. Highgrove residents are severed both by San Bernardino and Riverside stations no more than four miles from their home so the necessity of this is unwarranted.

Mr. Halley concluded his comments by saying the Commissions request that the TCC direct SCAG to not continue with the Highgrove Analysis Project.

3.0 **REVIEW and PRIORITIZE**

Hon. Harry Baldwin, Chair, announced that Action Item 5.3 was going to be pulled until the next meeting of the TCC.

Hon. Robin Lowe, City of Hemet, inquired as to why 5.3 was being pulled? Chair Baldwin responded that it was at the request of TCC member, Hon. Leann Garcia, City of Grand Terrace, who was not present. Hon. Robin Lowe requested that the Committee vote on whether or not the item be pulled. A MOTION was made to pull Item 5.3 until next month. A vote was taken to see how many members of the TCC wished to postpone the Item 5.3 until next month. 8 TCC members voted to put Item 5.3 off until the next TCC meeting as requested. 17 TCC members voted to take up Item 5.3 at today's meeting.

Item 5.3 was then prioritized to be taken up as the first Action Item.

4.0 **CONSENT CALENDAR**

4.1 **Approval Item**

4.1.1 March 1, 2007 Minutes

4.1 **Receive and File**

4.2.1 2007 State and Federal Legislation Matrix

4.2.2 State Infrastructure Bonds Implementation Hearings

A **MOTION** was made to **APPROVE** the Consent Calendar.

The **MOTION** was **SECONDED** and unanimously **APPROVED**.

5.0 **ACTION ITEMS**

5.1 Administrative Amendment to the 2006 Regional Transportation Improvement Program (RTIP) per SAFETEA-LU

Rosemary Ayala, SCAG, briefed the Committee on the Administrative Amendment to the 2006 RTIP. A draft version of the amendment was presented a month earlier to the TCC and it was approved and released for a thirty-day public comment period. There were no public comments received on the amendment during the comment period. However, FHWA indicated on April 4 that comments would be transmitted to SCAG. Staff does not anticipate any issues that can not be addressed.

The Amendment does not propose any change to the scope, cost, or delivery schedule for any of the projects or programs in the currently approved 2006 RTIP therefore; SCAG reaffirms the validity of the current 2006 RTIP Transportation Conformity. SCAG requests that the TCC recommend that the Regional Council

TCC Action Minutes – April 2007

Doc # 133319 v1

Prepared by C. Alvarado

4/23/2007 2:15 PM

adopt resolution 07-486-01 approving the proposed Administrative Amendment to the 2006 RTP.

A **MOTION** was made to recommend the Regional Council adopt Resolution #07-486-1 approving the proposed Administrative Amendment to the 2006 RTP. The **MOTION** was **SECONDED** and unanimously **APPROVED**.

5.2 Proposed Amendment to the 2004 Regional Transportation Plan (RTP)

Naresh Amatya, SCAG, stated that staff is currently working on an amendment to the 2004 RTP to ensure consistency with the Congestion Management Improvement Account (CMIA) program that was adopted by the California Transportation Commission on February 28. Most of the projects that were nominated in CMIA came from the Regional Transportation Plan (RTP) but a few projects require an amendment to the RTP so the projects can move forward to meet deadlines. The amendment is not believed to significantly change the existing RTP. A conformity analysis will be conducted and fiscal impact and environmental issues will be addressed during the next two weeks. Staff hopes amend this plan based on the old transportation statute, T-21, to move forward with the projects. Currently we do not have an RTP that is consistent with the SAFETEA-LU. In order to get the amendment through staff has to rely on the old statute which can be done until July 1, 2007.

The requested action is to have the Executive Committee release the draft amendment for a 30-day public comment period. After the review of the comments staff will then have to hold a special meeting of the Executive Committee to adopt the amendment so it can be forwarded to the federal agencies before June 1st.

Hon. Robin Lowe, City of Hemet/RCTC, inquired as to what the list of projects were. Mr. Amatya stated that staff knew of the adopted list from the CMIA. In addition there were a couple of other project requests that staff has received. Staff is still finalizing the costs associated with the projects. Staff anticipates getting the list of projects to the Committee in a few days.

A **MOTION** was made that Item 5.2 proceed for a 30-day public review and that it be referred to the agenda for the Executive Committee in June to either adopt or reject. The **MOTION** was **SECONDED** and unanimously **APPROVED**.

5.3 Highgrove Metrolink Station Feasibility

Hasan Ikhrata, SCAG, stated that SCAG would be doing a study that reflects whether or not there was justification for a station at this time. If there is potential redevelopment and/or development in the future SCAG would also look into it. The cost of the study is Staff time and should take approximately 2 months to complete.

Hon. Richard Dixon, City of Lake Forrest, stated that he felt Metrolink should be contacted to find out what their view was on a potential station along their tracks in terms of location. The project should not move forward at this time because of the lack of communication with Metrolink on SCAG's part.

Hon. Ron Roberts, City of Temecula and Chair of the Metrolink Board, stated that the Highgrove property is a prime location and about to be sold for approximately 40 million dollars. Riverside County can not afford to put up that much money to purchase the property when it can go someplace else a mile down the road and get a property for one-fourth or one-fifth less. There are other locations in the area that can be used for stations.

Hon. Jeff Stone, Riverside County, stated that it was clear that the votes between SANBAG and RCTC reflected that there is not local public support for the Highgrove station. Because of the expense and under utilization of the facility the Commissions would rather take the monies that we have and put them into a station that is going to be beneficial to the Metrolink system. It would be a waste of money to fund a study that will duplicate the results we already know.

A **MOTION** was made to authorize staff to refrain from conducting an analysis of the Metrolink Station in the Highgrove area, which will take into account previously conducted research by the RCTC. The **MOTION** was **SECONDED** and unanimously **APPROVED**.

6.0 AVIATION TASK FORCE REPORT

No report.

7.0 GOODS MOVEMENT TASK FORCE REPORT

No report.

8.0 MAGLEV TASK FORCE REPORT

Hon. Lou Bone, City of Tustin, stated that the League of Cities Policy Committee for Transportation, Communication, and Public Works had Richard Marcus, SCAG, and David Chow, IBI Consultants, give a Maglev presentation to the Committee. There were a lot of questions asked and the presentation was received well.

9.0 INFORMATION ITEMS

9.1 Status of LACMTA's (Metro) 2006 Long Range Transportation Plan

Brad McAllester, LACMTA, stated that the Long Range Transportation Plan was about half way through being completed. The last long range plan was in 2001 and therefore needs to be updated. He stated that there is a funded portion of the plan called the Constrained Plan and the Strategic Plan which is not funded. The Strategic Plan could compete for money in things like the Bond Initiative. The long range plan process was started in early 2006. The board adopted

performance measures that have been used in developing the plan. Preliminary analysis was done to look at financial capacity and a set of projects on the highway and transit side was evaluated and could be added to the plan. The development of the plan was paused around May while the Bond Initiative was being passed. The development is being started where it was left off. An update of the financial forecast was given to the Metro board. There is an anticipated 6.3 billion available for new projects for the next 25 years. The immediate work needed is to take a look at how much money is needed for each project, how projects perform, and developing a preliminary staff recommendation. A draft plan for public review will be developed in the summer and will then go to Metro's Board in the fall for adoption of the final plan.

9.2 State Goods Movement Action Plan

Richard Nordahl, Caltrans, gave an overview of the State Goods Movement Action Plan and focused on what the plan means to SCAG in terms of involvement in securing funds out of the Goods Movement Action Plan and out of the Trade Quarter Improvement Fund. The plan is a response to growth at ports and in terms of the region and congestion across the state. Forecasts show very significant growth in domestic traffic and international trade traffic. The goods movement network in regards to rail is very fragile. The G-map was developed in two processes. The first phase was based on the States Goods Movement Action Plan and the RTP's of agencies throughout the state. There was a focus on increasing mobility, reducing traffic congestion, improving air quality, and protecting public health. Another key principle is the simultaneous and continuous improvement in infrastructure and mitigation. The phase 2 report has 24 projects with a value of about 10.3 billion.

10.0 CHAIR REPORT

No report.

11.0 STAFF REPORT

No report.

12.0 FUTURE AGENDA ITEMS

No items.

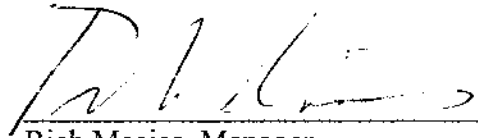
13.0 ANNOUNCEMENTS

Rich Macias announced that at the General Assembly next month there would be a morning workshop on bond implementation and the regional priorities that will be included in the Regional Comprehensive Plan. The TCC is encouraged to invite your City Managers and Planning Directors to attend.

14.0 ADJOURNMENT

The Honorable Harry Baldwin adjourned the meeting at 12:04 p.m.

The next committee meeting will be held on **Thursday, June 7, 2007 in Lake Arrowhead.**

A handwritten signature in black ink, appearing to read 'Rich Macias', is written over a horizontal line.

Rich Macias, Manager
Transportation Planning Division

Transportation and Communications Committee Attendance Report

2007

Member (Including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Not Attended						= No Meeting NM = New Member											
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec						
Adams, Steve	Riverside, WRCOG				X			X																	
Aldinger, Jim	Manhattan Beach		X					X		X															
Baldwin, Harry-Chair*	San Gabriel		X					X		X															
Boauman, John*	Brea			X				X		X	X														
Becerra, Glen*	Simi Valley		X								X														
Bone, Lou*	Tustin			X				X		X	X														
Brown, Art*	Buena Park			X				X																	
Buckley, Thomas*	Lake Elsinore				X																				
Burke, Yvonne*	Los Angeles County		X					X			X														
Carroll, Stan	La Habra Heights		X									NM													
Chlebnik, John	WRCOG				X				X																
Dale, Lawrence*	Barstow					X		X	X	X	X														
Daniels, Gene*	Paramount		X						X		X														
DeLara, Juan	Coachella				X																				
Dixon, Richard*	Lake Forest			X							X														
Dunlap, Judy*	Inglewood		X						X		X														
Edgar, Troy*	Los Alamitos		X								NM														
Flekinger, Bonnie*	Moreno Valley				X			X	X	X	X														
Gabelich, Rae*	Long Beach		X					X	X	X	X														
Garcia, Lee Ann*	Grand Terrace				X			X	X	X															
Glaab, Paul*	Laguna Niguel			X																					
Gurule, Frank*	Cudahy		X								X														
Hack, Bert	Laguna Woods			X								NM													
Hernandez, Robert	Anaheim			X				X			X														
Herrera, Carol	Diamond Bar		X						X	X															
Joffe, Fred	San Gabriel Valley COG		X																						
Lowe, Robin*	Hemet/RCTC					X					X														
Lowenthal, Bonnie - V-Chair*	Long Beach		X					X	X																
Masiel, Andrew*	Pechanga Band of Luiseno Mission Indians				X					X															
Messina, Barbara*	Alhambra		X						X	X	X														
Millhouse, Keith*	Moorpark						X				X														
O'Connor, Pam*	Santa Monica		X							X															
Ovitt, Gary*	San Bernardino County					X																			
Parks, Bernard*	Los Angeles		X					X		X	X														
Pettis, Gregory*	Cathedral City				X			X	X	X	X														

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended						= No Meeting NM = New Member					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Quirk, Sharon	Fullerton		X								NM								
Roberts, Ron*	Temecula				X			X	X		X								
Rutherford, Mark*	Westlake Village		X						X										
Smith, Greg*	Los Angeles		X					X	X	X									
Spence, David	Arroyo Verdugo COG		X					X	X	X	X								
Stone, Jeffrey*	County of Riverside				X			X	X		X								
Sykes, Tom*	Walnut		X					X	X	X	X								
Wagner, Alan*	Ontario					X			X	X	X								
Wagner, Alan*	Lomita		X										NM						
Totals		0	21	6	10	4	1												

REPORT

DATE: June 7, 2007

TO: Regional Council
Transportation and Communications Committee

FROM: Michael Armstrong, Aviation Program Manager
213-236-1914/armstron@scag.ca.gov

SUBJECT: Aviation Task Force Recommendation for SCRAA Standing Committees

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve the SCAG Aviation Task Force recommendation that the Aviation Task Force and the SCAG Aviation Technical Advisory Committee (ATAC) serve as advisory committees to the Southern California Regional Airport Authority (SCRAA), and that the proposed standing committees of the SCRAA be expanded to include independent representation from the business element of general aviation.

BACKGROUND:

At its last meeting on April 10, 2007, the SCAG Aviation Task Force discussed several options being considered by the Southern California Regional Airport Authority (SCRAA) to restructure its organization and expand its membership, including the proposed formation of several standing/advisory committees. Concern was expressed that the formation of a SCRAA air operations standing committee with airport and aviation industry representation would have overlapping membership with the Aviation Task Force and ATAC, and would duplicate their responsibilities. Concern was also expressed that the standing committees as proposed would have no formal representation from business/corporate aviation. The Aviation Task Force therefore recommended that the Aviation Task Force and ATAC serve as advisory committees to the Southern California Regional Airport Authority (SCRAA), and that the proposed standing committees of the SCRAA be expanded to include independent representation from the business element of general aviation.

FISCAL IMPACT:

None

Reviewed by:



Division Manager

Reviewed by:



Department Director

Reviewed by:



Chief Financial Officer

MEMO

DATE: June 7, 2007
TO: Transportation and Communications Committee
FROM: Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov
SUBJECT: 2007 State and Federal Legislation Matrix

BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Aviation, Energy, Environment, Housing, Housing Bonds, Solid Waste, Transit, Transportation, Transportation Bonds, Tribes, Water and Water Bonds.

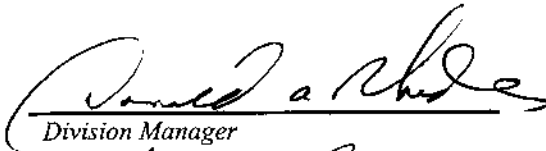
Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills or 'two year' bills (have not passed out of its first policy committee before the constitutional deadline), have either been labeled or been purged from the matrix.

Att.

FISCAL IMPACT:

This information item has no fiscal impact on SCAG.


Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

AIRQUALITY

CA AB 255	AUTHOR:	De Leon [D]
	TITLE:	Air Pollution: Clean Air and Energy Independence Fund
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/05/2007
	LAST AMEND:	04/11/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Creates the Clean Air and Energy Independence Fund and continuously appropriate moneys in the fund to the State Air Resources Board to be used towards specified purposes, including incentives for purchasers of vehicles powered by clean alternative fuels or other efficient technologies. Increases the smog abatement fee by a specified amount and would allocate the increase to the Clean Air and Energy Independence Fund.
	STATUS:	
	04/18/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	Position:	MTC-Sup
CA AB 391	AUTHOR:	Lieu [D]
	TITLE:	Air Quality: South Coast Air Quality Management
	INTRODUCED:	02/15/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	Relates to the South Coast Air Quality Management District. Increases the number of members.
	STATUS:	
	04/11/2007	In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.
	Type:	2-Year

CA AB 630	<p>AUTHOR: Price [D] TITLE: Air Emissions Standards: EPA Waiver INTRODUCED: 02/21/2007 LAST AMEND: 05/01/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization. STATUS: 05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File. Position: AQMD-Sponsor, SCAG-Sup</p>
CA SB 375	<p>AUTHOR: Steinberg [D] TITLE: Transportation Planning: Travel Models: Reviews INTRODUCED: 02/21/2007 LAST AMEND: 05/02/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria. STATUS: 05/02/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. Position: MTC-SupInConc, SCAG-Sup</p>

CA SB 857	<p>AUTHOR: Correa [D]</p> <p>TITLE: Taxation: Credits: Air Pollution</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Environmental Quality Committee</p> <p>SUMMARY:</p> <p>Provides that the Personal Income Tax Law and the Corporation Tax Law authorize various credits against the taxes imposed by those laws. Authorizes San Joaquin Unified Air Pollution Control District and the South Coast Air Quality Management District to prepare a study and report to the Legislature, as specified, on the dollar amount that would be appropriate to authorize a tax credit for the purchase or replacement of qualified property, that is placed into service for the purpose of reducing pollution.</p> <p>STATUS:</p> <p>03/15/2007 To SENATE Committees on ENVIRONMENTAL QUALITY and RULES.</p> <p>Type: 2-Year</p>
CA SB 886	<p>AUTHOR: Negrete McLeod [D]</p> <p>TITLE: Air Quality District Board</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 04/09/2007</p> <p>DISPOSITION: Pending</p> <p>FILE: 66</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY:</p> <p>Relates to the Air Quality District Board. Deletes prohibitions on a member serving more than a specified number of terms as chairperson. Relates to the South Coast Air Quality Management District, the Sacramento Metropolitan Air Quality Management District and the Mojave Desert Air Quality Management District.</p> <p>STATUS:</p> <p>05/10/2007 In SENATE. Read second time. To third reading.</p>

CA SB 1028	<p>AUTHOR: Padilla [D]</p> <p>TITLE: Air Resources Board: Ambient Air Quality Standards</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/08/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Requires the Air Resources Board to adopt and enforce rules and regulations concerning motor vehicles that are sufficient, in conjunction with measures adopted by the districts and the U.S. Environmental Protection Agency, to achieve ambient air quality standards. Directs the Board to adopt and enforce rules and regulations requiring development of new technologies or improvement of existing technologies. Requires the adoption concerning consumer products and motor vehicles as expeditiously as feasible.</p> <p>STATUS:</p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p>Position: AQMD-Sponsor, SCAG-Sup</p>
US HR 802	<p>SPONSOR: Oberstar [DFL]</p> <p>TITLE: Act to Prevent Pollution from Ships</p> <p>INTRODUCED: 02/05/2007</p> <p>LAST AMEND: 03/26/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Commerce, Science & Transportation Committee</p> <p>SUMMARY:</p> <p>To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.</p> <p>STATUS:</p> <p>03/28/2007 In SENATE. Read second time.</p> <p>03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 1073	<p>SPONSOR: Feinstein [D]</p> <p>TITLE: Clean Air Act</p> <p>INTRODUCED: 03/29/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Environment and Public Works Committee</p> <p>SUMMARY:</p> <p>Amends the Clean Air Act to promote the use of fuels with low lifecycle greenhouse gas emissions; establishes a greenhouse gas performance standard for motor vehicle fuels; requires a significant decrease in greenhouse gas emissions from motor vehicles, and for other purposes.</p> <p>STATUS:</p> <p>03/29/2007 INTRODUCED.</p> <p>03/29/2007 In SENATE. Read second time.</p> <p>03/29/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>

US S 1177 **SPONSOR:** Carper [D]
TITLE: Clean Air Act
INTRODUCED: 04/20/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:
Amends the Clean Air Act to establish a national uniform multiple air pollutant regulatory program for the electric generating sector.
STATUS:
04/20/2007 INTRODUCED.
04/20/2007 In SENATE. Read second time.
04/20/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

AVIATION

US HR 313 **SPONSOR:** Pearce [R]
TITLE: Greater Access to Air Transportation
INTRODUCED: 01/05/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Promotes greater access to air transportation for all persons.
STATUS:
01/05/2007 INTRODUCED.
01/05/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1356 **SPONSOR:** Oberstar [DFL]
TITLE: Federal Aviation Administration Appropriations
INTRODUCED: 03/06/2007
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:
Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system; relates to other purposes.
STATUS:
03/06/2007 INTRODUCED.
03/06/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
03/06/2007 Additionally referred to HOUSE Committee on SCIENCE.
03/06/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.

US HR 1708	<p>SPONSOR: Harman [D]</p> <p>TITLE: Noise Compatibility Projects</p> <p>INTRODUCED: 03/27/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: House Transportation & Infrastructure Committee</p> <p>SUMMARY:</p> <p>Expands passenger facility fee eligibility for noise compatibility projects.</p> <p>STATUS:</p> <p>03/27/2007 INTRODUCED.</p> <p>03/27/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.</p>
US S 509	<p>SPONSOR: Inouye [D]</p> <p>TITLE: Improved Aviation Security</p> <p>INTRODUCED: 02/06/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: SENATE</p> <p>SUMMARY:</p> <p>Provides improved aviation security; provides for other purposes.</p> <p>STATUS:</p> <p>03/05/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported as amended.</p> <p>03/05/2007 In SENATE. Placed on SENATE Legislative Calendar.</p>
US S 996	<p>SPONSOR: Feinstein [D]</p> <p>TITLE: Passenger Facility Fee Eligibility</p> <p>INTRODUCED: 03/27/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Commerce, Science & Transportation Committee</p> <p>SUMMARY:</p> <p>Expands passenger facility fee eligibility for certain noise compatibility projects.</p> <p>STATUS:</p> <p>03/27/2007 INTRODUCED.</p> <p>03/27/2007 In SENATE. Read second time.</p> <p>03/27/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 1076	<p>SPONSOR: Inouye [D]</p> <p>TITLE: Aviation Safety and Capacity</p> <p>INTRODUCED: 03/29/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Finance Committee</p> <p>SUMMARY:</p> <p>Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system, and for other purposes.</p> <p>STATUS:</p> <p>03/29/2007 INTRODUCED.</p> <p>03/29/2007 In SENATE. Read second time.</p> <p>03/29/2007 To SENATE Committee on FINANCE.</p>

ENERGY

CA AB 94	AUTHOR:	Levine [D]
	TITLE:	Renewable Energy
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	12/20/2006
	DISPOSITION:	Pending
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	Revises the intent language so that the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 33% of the total electricity sold to retail customers in California per year by a specified date. Requires that each retail seller increase its total procurement of eligible renewable energy resources by at least an additional 1% of retail sales per year so that 33% of its retail sales are procured from eligible renewable energy resources.
	STATUS:	
	04/23/2007	In ASSEMBLY Committee on NATURAL RESOURCES: Heard, remains in Committee.
US HR 6	SPONSOR:	Rahall [D]
	TITLE:	Alternative Energy Resources
	INTRODUCED:	01/04/2007
	DISPOSITION:	Pending
	LOCATION:	SENATE
	SUMMARY:	Relates to reducing our Nation's dependency on foreign oil by investing in clean, renewable, and alternative energy resources, promoting new energy technologies, developing greater efficiency, and creating a Strategic Energy Efficiency and Renewable Reserve to invest in alternative energy.
	STATUS:	
	01/22/2007	In SENATE. Read second time.
	01/22/2007	In SENATE. Placed on SENATE Legislative Calendar.
US HR 547	SPONSOR:	Gordon [D]
	TITLE:	Alternative Fuel Markets
	INTRODUCED:	01/18/2007
	LAST AMEND:	02/08/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Environment and Public Works Committee
	SUMMARY:	Facilitates the development of markets for alternative fuels and Ultra Low Sulfur Diesel fuel through research, development, and demonstration and data collection.
	STATUS:	
	02/17/2007	In SENATE. Read second time.
	02/17/2007	To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 670	SPONSOR:	Engel [D]
	TITLE:	Alternative Fuels
	INTRODUCED:	01/24/2007
	DISPOSITION:	Pending
	LOCATION:	Multiple Committees
	SUMMARY:	
		Promotes the national security and stability of the United States economy by reducing the dependence of the United States on foreign oil through the use of alternative fuels and new vehicle technologies, and for other purposes.
	STATUS:	
	01/24/2007	INTRODUCED.
	01/24/2007	To HOUSE Committee on ENERGY AND COMMERCE.
01/24/2007	Additionally referred to HOUSE Committee on SCIENCE.	
01/24/2007	Additionally referred to HOUSE Committee on WAYS AND MEANS.	
01/24/2007	Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.	
01/24/2007	Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.	
US HR 969	SPONSOR:	Udall T [D]
	TITLE:	Federal Renewable Energy Portfolio
	INTRODUCED:	02/08/2007
	DISPOSITION:	Pending
	LOCATION:	House Energy and Commerce Committee
	SUMMARY:	
		Establishes a Federal renewable energy portfolio standard for certain retail electric utilities.
	STATUS:	
	02/08/2007	INTRODUCED.
	02/08/2007	To HOUSE Committee on ENERGY AND COMMERCE.

US HR 1300	SPONSOR: Hoyer [D] TITLE: Nations Reduced Reliance on Foreign Oil INTRODUCED: 03/01/2007 DISPOSITION: Pending LOCATION: Multiple Committees SUMMARY: To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit. STATUS: 03/01/2007 INTRODUCED. 03/01/2007 To HOUSE Committee on ENERGY AND COMMERCE. 03/01/2007 Additionally referred to HOUSE Committee on ARMED SERVICES. 03/01/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM. 03/01/2007 Additionally referred to HOUSE Committee on RULES. 03/01/2007 Additionally referred to HOUSE Committee on SCIENCE. 03/01/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS. 03/01/2007 Additionally referred to HOUSE Committee on HOUSE ADMINISTRATION. 03/01/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1451	SPONSOR: Lungren [R] TITLE: Reduction of Dependence on Foreign Oil INTRODUCED: 03/09/2007 DISPOSITION: Pending LOCATION: Multiple Committees SUMMARY: To provide incentives to reduce dependence on foreign oil. STATUS: 03/14/2007 In HOUSE Committee on SCIENCE: Referred to Subcommittee on ENERGY AND ENVIRONMENT.
US HR 1506	SPONSOR: Markey [D] TITLE: Fuel Economy Standards for Automobiles INTRODUCED: 03/13/2007 DISPOSITION: Pending LOCATION: House Energy and Commerce Committee SUMMARY: To increase fuel economy standards for automobiles, and for other purposes. STATUS: 03/13/2007 INTRODUCED. 03/13/2007 To HOUSE Committee on ENERGY AND COMMERCE.

US HR 1596	<p>SPONSOR: Ferguson [R]</p> <p>TITLE: Tax Incentives for Renewable Energy and Conservation</p> <p>INTRODUCED: 03/20/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: House Ways and Means Committee</p> <p>SUMMARY:</p> <p>To amend the Internal Revenue Code of 1986 to provide and extend tax incentives for renewable energy and conservation.</p> <p>STATUS:</p> <p>03/20/2007 INTRODUCED.</p> <p>03/20/2007 To HOUSE Committee on WAYS AND MEANS.</p>
US HR 1772	<p>SPONSOR: Blumenauer [D]</p> <p>TITLE: Installation of Wind Energy Property Tax Credits</p> <p>INTRODUCED: 03/29/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: House Ways and Means Committee</p> <p>SUMMARY:</p> <p>Provides credits for the installation of wind energy property, including by rural homeowners, farmers, ranchers, and small businesses; relates to other purposes.</p> <p>STATUS:</p> <p>03/29/2007 INTRODUCED.</p> <p>03/29/2007 To HOUSE Committee on WAYS AND MEANS.</p>
US S 6	<p>SPONSOR: Reid [D]</p> <p>TITLE: Reducing Foreign and Unsustainable Energy Sources</p> <p>INTRODUCED: 01/04/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Finance Committee</p> <p>SUMMARY:</p> <p>A bill to enhance the security of the United States by reducing the dependence of the United States on foreign and unsustainable energy sources and the risks of global warming, and for other purposes.</p> <p>STATUS:</p> <p>01/04/2007 INTRODUCED.</p> <p>01/04/2007 In SENATE. Read second time.</p> <p>01/04/2007 To SENATE Committee on FINANCE.</p>

US S 23	SPONSOR: Harkin [D] TITLE: Renewable Fuel and Energy Security INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: Senate Commerce, Science & Transportation Committee SUMMARY: Promotes renewable fuel and energy security of the United States; relates to other purposes. STATUS: 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 155	SPONSOR: Bunning [R] TITLE: Coal to Liquid Fuel Activities INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: Senate Finance Committee SUMMARY: Promotes coal to liquid fuel activities. STATUS: 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on FINANCE.
US S 183	SPONSOR: Stevens [R] TITLE: Corporate Average Fuel Economy INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: Senate Commerce, Science & Transportation Committee SUMMARY: Requires the establishment of a corporate average fuel economy standard for passenger automobiles of forty miles per gallon 2017, and for other purposes. STATUS: 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US S 767	SPONSOR:	Obama [D]
	TITLE:	Fuel Economy Standards for Automobiles
	INTRODUCED:	03/06/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Commerce, Science & Transportation Committee
	SUMMARY:	
		Increases fuel economy standards for automobiles and for other purposes.
	STATUS:	
	03/06/2007	INTRODUCED.
	03/06/2007	In SENATE. Read second time.
03/06/2007	To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.	
US S 987	SPONSOR:	Bingaman [D]
	TITLE:	Promoting Biofuels
	INTRODUCED:	03/26/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Energy and Natural Resources Committee
	SUMMARY:	
		Enhances the energy security of the United States by promoting biofuels; relates to other purposes.
	STATUS:	
	04/12/2007	In SENATE Committee on ENERGY AND NATURAL RESOURCES: Hearings held.

ENVIRONMENT

CA AB 109	AUTHOR:	Nunez [D]
	TITLE:	Global Warming Solutions Act of 2006: Annual Report
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	01/05/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	
		Requires the State Air Resources Board to report to the Legislature annually the status and progress of implementing the Global Warming Solutions Act of 2006. Requires the state to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.
	STATUS:	
	05/09/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA AB 118	<p>AUTHOR: Nunez [D] TITLE: Alternative Fuels and Vehicle Technologies: Funding FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/09/2007 LAST AMEND: 04/17/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Creates the Air Quality Improvement Program to fund air quality improvement projects relating to fuel and vehicle technologies and the Alternative Renewable Fuel, Vehicle Technology, Carbon Reduction, and Clean Air Program to provide grants and revolving loans to specified entities to develop innovative technologies that transform the state's fuel and vehicle types. Requires the establishment of an advisory body to develop investment strategies to help implement the program. STATUS: 05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 493	<p>AUTHOR: Ruskin [D] TITLE: Motor Vehicle Greenhouse Gas Emissions: Incentives INTRODUCED: 02/20/2007 LAST AMEND: 04/11/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Requires the State Air Resources Board to create and implement a clean vehicle incentive program meeting specified requirements, that would provide rebates to, and require surcharges from, purchasers of new motor vehicles based on the vehicle's greenhouse gas emissions to mitigate against emissions of greenhouse gases from motor vehicles. Creates the Clean Vehicle Incentive Account to be administered by the state board. STATUS: 04/18/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 505	<p>AUTHOR: Plescia [R] TITLE: Income and Corporation Taxes: Credits: Hybrid INTRODUCED: 02/20/2007 LAST AMEND: 04/10/2007 DISPOSITION: Pending COMMITTEE: Assembly Revenue and Taxation Committee HEARING: 05/21/2007 1:30 pm SUMMARY: Authorizes a credit against the Personal Income Tax and the Corporation Tax in an amount equal to the amount paid or incurred by a taxpayer during the taxable year for a qualified hybrid vehicle. STATUS: 05/14/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: To Suspense File.</p>

CA AB 747	<p>AUTHOR: Levine [D]</p> <p>TITLE: Greenhouse Gas Emission: Fuel Standard</p> <p>INTRODUCED: 02/22/2007</p> <p>DISPOSITION: Failed</p> <p>LOCATION: ASSEMBLY</p> <p>SUMMARY:</p> <p>Requires the State Air Resources Board to reduce the carbon intensity of the state's transportation fuels. Requires the board to implement a low-carbon fuel standard applicable to refiners, blenders, producers and importers of transportation fuel. Requires the Public Utilities Commission to address how investor-owned utilities can contribute to reduction in greenhouse gas emission in the transportation code.</p> <p>STATUS:</p> <p>05/10/2007 From ASSEMBLY Committee on TRANSPORTATION without further action pursuant to JR 62(a).</p>
CA AB 1077	<p>AUTHOR: Lieber [D]</p> <p>TITLE: Air Resources Board: Plug-in Hybrid Vehicles</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Assembly Appropriations Committee</p> <p>HEARING: 05/23/2007 9:00 am</p> <p>SUMMARY:</p> <p>Enacts the Plug-in Hybrid Electric Vehicle Leadership Act of 2007. Establishes a Plug-in Hybrid Electric Vehicle Coordinating Council to meet and be an ongoing focal point for coordination between entities and organizations working on plug-in hybrid electric vehicle-related activities. Requires the Air Resources Board to develop certification testing protocols for emissions and fuel consumption for the different types of plug-in vehicles.</p> <p>STATUS:</p> <p>04/23/2007 From ASSEMBLY Committee on UTILITIES AND COMMERCE: Do pass to Committee on APPROPRIATIONS.</p>

CA AB 1209	<p>AUTHOR: Karnette [D]</p> <p>TITLE: Air Resources Board: Emission Reduction Projects</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/01/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a the State Air Resources Board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along the state's trade corridors. Requires the projects to result in emission reductions not required by law or regulation in effect as of a specified date and states how the funds must be used.</p> <p>STATUS:</p> <p>05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p>Position: MTA-Sup</p>
CA AB 1488	<p>AUTHOR: Mendoza [D]</p> <p>TITLE: Air Pollution: Smog Check Program: Diesel Vehicles</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 04/30/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Assembly Appropriations Committee</p> <p>HEARING: 05/23/2007 9:00 am</p> <p>SUMMARY:</p> <p>Requires the Bureau of Automotive Repair to develop and adopt, by regulation, a pilot program to integrate lightweight diesel vehicles into the smog check program. Provides that diesel vehicles less than 14,000 pounds would be eligible for the program, although vehicle owners would not be subject to disciplinary action based on the test results. Requires a report on the program.</p> <p>STATUS:</p> <p>04/30/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

CA SB 19	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Trade Corridor: Projects to Reduce Emissions: Funding</p> <p>INTRODUCED: 12/04/2006</p> <p>LAST AMEND: 04/10/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Require that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.</p> <p>STATUS:</p> <p>04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>
CA SB 70	<p>AUTHOR: Florez [D]</p> <p>TITLE: Biodiesel</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 01/17/2007</p> <p>LAST AMEND: 05/17/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Rules Committee</p> <p>SUMMARY:</p> <p>Authorizes school districts to use a biodiesel fuel blend to operate all of the diesel-powered schoolbuses under their control, if certain conditions are met. Authorizes the use of a biodiesel fuel blend to operate diesel-powered vehicles owned or leased by the State, by a city, county, or city and county, or by a mass transit district, if certain conditions are met.</p> <p>STATUS:</p> <p>05/17/2007 From SENATE Committee on RULES with author's amendments.</p> <p>05/17/2007 In SENATE. Read second time and amended. Re-referred to Committee on RULES.</p>

CA SB 71	<p>AUTHOR: Florez [D]</p> <p>TITLE: Alternative Fuels: Biodiesel</p> <p>INTRODUCED: 01/17/2007</p> <p>LAST AMEND: 04/16/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Transportation and Housing Committee</p> <p>SUMMARY:</p> <p>Requires all vehicles owned or leased by the state, by a city, county or city and county, or by a mass transit district, that uses diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel fuel, if biodiesel blend fuel is cost-effective and readily available. Requires the State Air Resources Board to establish a program to implement and monitor the requirements.</p> <p>STATUS:</p> <p>04/16/2007 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.</p> <p>04/16/2007 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.</p>
CA SB 375	<p>AUTHOR: Steinberg [D]</p> <p>TITLE: Transportation Planning: Travel Models: Reviews</p> <p>INTRODUCED: 02/21/2007</p> <p>LAST AMEND: 05/02/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.</p> <p>STATUS:</p> <p>05/02/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>Position: MTC-SupInConc, SCAG-Sup</p>

US HR 1756	<p>SPONSOR: Hunter [R]</p> <p>TITLE: Mexico Domiciled Motor Carriers</p> <p>INTRODUCED: 03/29/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Multiple Committees</p> <p>SUMMARY:</p> <p>Prohibits Mexico-domiciled motor carriers from operating beyond United States municipalities and commercial zones on the United States-Mexico border until certain conditions are met to ensure the safety of such operations.</p> <p>STATUS:</p> <p>04/10/2007 In HOUSE Committee on HOMELAND SECURITY: Referred to Sbcmt. on TRANSPORTATION SECURITY AND INFRASTRUCTURE PROTECTION.</p>
US HR 1773	<p>SPONSOR: Boyda [D]</p> <p>TITLE: Authority of the Secretary of Transportation</p> <p>INTRODUCED: 03/29/2007</p> <p>LAST AMEND: 05/15/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Commerce, Science & Transportation Committee</p> <p>SUMMARY:</p> <p>Limits the authority of the Secretary of Transportation to grant authority to motor carriers domiciled in Mexico to operate beyond United States municipalities and commercial zones on the United States-Mexico border.</p> <p>STATUS:</p> <p>05/16/2007 In SENATE. Read second time.</p> <p>05/16/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 280	<p>SPONSOR: Lieberman [D]</p> <p>TITLE: Greenhouse Gas Emissions</p> <p>INTRODUCED: 01/12/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Environment and Public Works Committee</p> <p>SUMMARY:</p> <p>Provides for a program to accelerate the reduction of greenhouse gas emissions in the United States by establishing a market-driven system of greenhouse gas treatable allowances.</p> <p>STATUS:</p> <p>01/12/2007 INTRODUCED.</p> <p>01/12/2007 In SENATE. Read second time.</p> <p>01/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>

US S 906	SPONSOR: Obama [D] TITLE: Elemental Mercury Prohibitions INTRODUCED: 03/15/2007 DISPOSITION: Pending LOCATION: Senate Environment and Public Works Committee SUMMARY: A bill to prohibit the sale, distribution, transfer, and export of elemental mercury, and for other purposes. STATUS: 03/15/2007 INTRODUCED. 03/15/2007 In SENATE. Read second time. 03/15/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.
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HOUSING

CA AB 414	AUTHOR: Jones [D] TITLE: Local Planning: Residential Development FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/16/2007 LAST AMEND: 04/19/2007 DISPOSITION: Pending FILE: 85 LOCATION: Assembly Third Reading File SUMMARY: Limits the manner in which a city, county, or city and county jurisdiction utilizes, in identifying land suitable for residential development to meet the jurisdiction's share of the regional housing need, vacant sites zoned for nonresidential use that allows residential development and for which the applicable zoning and development standards allow substantially all of the site to be developed without residential use. STATUS: 05/10/2007 In ASSEMBLY. Read second time. To third reading.
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CA AB 842	<p>AUTHOR: Jones [D]</p> <p>TITLE: Regional Plans: Traffic Reduction</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY: Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires an unspecified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.</p> <p>STATUS: 04/23/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>Position: CALCOG-SupInConc, MTC-OppUnlessAmend</p>
CA AB 971	<p>AUTHOR: Portantino [D]</p> <p>TITLE: Community Workforce Housing Innovation Program</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY: establish the Community Workforce Housing Innovation Program for the purpose of assisting cities, counties, and school districts to recruit and retain public employees by making affordable housing available to those employees. Requires the program to be administered by the Department of Housing and Community Development. Requires the department to make grants available, establish competitive criteria to use in the selection of grant applicants, and establish per-project limits on the grant funding.</p> <p>STATUS: 04/23/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.</p> <p>04/23/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p>

CA AB 997	<p>AUTHOR: Arambula [D] TITLE: Infill Capital Outlay Project and Planning Grants INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: Assembly Housing and Community Development Committee SUMMARY: Requires the Department of Housing and Community Development to administer the Regional Planning, Housing, and Infill Incentive Account. Requires specified amounts from the account to be available to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land the meets the definition. STATUS: 03/26/2007 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT. Position: CALCOG-SupInConc</p>
CA AB 1096	<p>AUTHOR: DeVore [R] TITLE: Environmental Quality Act: Housing Exemptions FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/23/2007 LAST AMEND: 04/26/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Requires the Office of Planning and Research to submit to the Legislature a report regarding the conditions in development of affordable housing projects affecting the use of existing statutory exemptions pursuant to the California Environmental Quality Act. STATUS: 05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 1221	<p>AUTHOR: Ma [D] TITLE: Transit Village Developments: Tax Financing INTRODUCED: 02/23/2007 DISPOSITION: Pending COMMITTEE: Assembly Appropriations Committee HEARING: 05/23/2007 9:00 am SUMMARY: Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan. STATUS: 05/09/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</p>

CA AB 1254	<p>AUTHOR: Caballero [D] TITLE: Property Tax Revenue Allocations INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY:</p> <p>Requires the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be allocated to the county Educational Revenue Augmentation Fund (ERAF) by the countywide affordable housing amount, and to increase the amount of ad valorem property tax revenue otherwise required to be allocated to a qualified local agency, by that agency's affordable housing amount.</p> <p>STATUS:</p> <p>04/25/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File. Position: LEAGUE-Sponsor</p>
CA AB 1256	<p>AUTHOR: Caballero [D] TITLE: Density Bonus: Exemption: Local Inclusionary Ordinance INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY:</p> <p>Exempts a city, county, or city and county from complying with the density bonus requirement, and the incentive and concession requirement related to low income housing development under the Planning and Zoning Law if the local government has in effect a local inclusionary ordinance, as specified, that meets certain requirements.</p> <p>STATUS:</p> <p>03/15/2007 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT. Position: LEAGUE-Sponsor</p>
CA AB 1449	<p>AUTHOR: Saldana [D] TITLE: Density Bonus INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY:</p> <p>Relates to density bonuses under the Planning and Zoning Law. Revises the eligibility requirements for construction of moderate income housing units to conform to the requirements in existing law for low and very low income housing units.</p> <p>STATUS:</p> <p>03/22/2007 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.</p>

CA SB 12	AUTHOR: Lowenthal [D] TITLE: Planning and Zoning: SOCAL Association FISCAL COMMITTEE: no URGENCY CLAUSE: yes INTRODUCED: 12/04/2006 ENACTED: 04/10/2007 DISPOSITION: Enacted LOCATION: Chaptered CHAPTER: 5 SUMMARY: Substantially revises the procedure for the Southern California Association of Governments, or delegate subregion, to develop a final allocation plan for distributing the existing and projected regional housing need to cities and counties within the region or subregion. STATUS: 04/10/2007 Signed by GOVERNOR. 04/10/2007 Chaptered by Secretary of State. Chapter No. 5
CA SB 303	AUTHOR: Ducheny [D] TITLE: Local Government: Land Use Planning INTRODUCED: 02/16/2007 LAST AMEND: 05/02/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Requires each county or city general plan to encompass a specified planning and projection period, except for the housing and open-space elements. Requires each element, except for housing and open-space elements to be updated at least every five years. Provides the required housing element updating requirement. Requires the conservation element and the open-space element to be updated concurrently with the housing element. STATUS: 05/02/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. Position: CALCOG-Opp, League-Opp

CA SB 934	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Housing and Infrastructure Zones</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/01/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Establishes a pilot project allowing for the formation of 100 housing and infrastructure zones in the state. Authorizes Economic Development and Infrastructure Development Bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property, including interchanges, ramps and bridges, material streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes.</p> <p>STATUS:</p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p>Position: CALCOG-Sup, LEAGUE-Sponsor</p>
US S 683	<p>SPONSOR: Schumer [D]</p> <p>TITLE: Operating and Capital Assistance</p> <p>INTRODUCED: 02/26/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Banking, Housing and Urban Affairs Committee</p> <p>SUMMARY:</p> <p>Ensures that operating and capital assistance is provided for certain previously assisted public housing dwelling units.</p> <p>STATUS:</p> <p>02/26/2007 INTRODUCED.</p> <p>02/26/2007 In SENATE. Read second time.</p> <p>02/26/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>

HOUSING BONDS

CA AB 29	AUTHOR:	Hancock [D]
	TITLE:	Infill Development: Incentive Grants
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	12/04/2006
	LAST AMEND:	04/19/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Housing and Community Development Committee
	SUMMARY:	Relates to infill development. Requires certain of the Housing and Emergency Shelter Trust Funds to be made available to the Department of Housing and Community Development for the purposes of making infrastructure grants for construction or acquisition of capital assets to qualifying cities, counties, and cities and counties. Requires a project to meet certain, listed criteria in order to be eligible for grant funding.
	STATUS:	
	04/19/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
	Position:	CALCOG-Sup
CA AB 792	AUTHOR:	Garcia [R]
	TITLE:	Environmentally Sustainable Affordable Housing Program
	INTRODUCED:	02/22/2007
	LAST AMEND:	03/29/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Housing and Community Development Committee
	SUMMARY:	Establishes the Environmentally Sustainable Affordable Housing Program consisting of the Construction Liability Insurance Reform Pilot Program, the Green Building, Energy Efficiency and Building Design Program, and the Affordable Housing for Teachers Program. Requires the department to fund these programs.
	STATUS:	
	03/29/2007	To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and NATURAL RESOURCES.
	03/29/2007	From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
	03/29/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

CA AB 1017	<p>AUTHOR: Ma [D]</p> <p>TITLE: Affordable Housing Program</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/09/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY:</p> <p>Establishes the Affordable Housing Revolving Development and Acquisition Program under the administration of the Department of Housing and Community Development for the purpose of funding projects to develop or preserve affordable housing. Requires the department to issue a Notice of Funding Availability to select a private sector entity to manage funding, including reviewing and approving loan applications, originating loans, and servicing loans. Establishes the Affordable Housing Committee.</p> <p>STATUS:</p> <p>04/09/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.</p> <p>04/09/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</p> <p>Position: CALCOG-SupInConc</p>
CA AB 1053	<p>AUTHOR: Nunez [D]</p> <p>TITLE: Housing and Emergency Shelter Trust Fund Act</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 03/29/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Assembly Appropriations Committee</p> <p>HEARING: 05/23/2007 9:00 am</p> <p>SUMMARY:</p> <p>Relates to the Housing and Emergency Shelter Trust Fund Act of 2006. Relates to finance of existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Requires the Secretary of Business, Transportation and Housing, in consultation with various agencies, to prepare and submit a specified report and a strategic plan, and obtain approval for the plan prior to expending any funds that are not continuously appropriated.</p> <p>STATUS:</p> <p>04/25/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Do pass to Committee on APPROPRIATIONS.</p>

CA AB 1231	<p>AUTHOR: Garcia [R]</p> <p>TITLE: Infill Development: Incentive Grants</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY:</p> <p>Requires the Department of Housing and Community Development to use funds allocated from the Regional Planning, Housing, and Infill Incentive Account to make infrastructure grants for construction or acquisition of capital assets to qualifying cities, counties, and cities and counties. Requires the grants to be used for infrastructure that is directly related to identified infill housing projects.</p> <p>STATUS:</p> <p>03/26/2007 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.</p> <p>Position: CALCOG-SupInConc</p>
CA AB 1536	<p>AUTHOR: Smyth [R]</p> <p>TITLE: Housing and Emergency Shelter Trust Fund Act of 2006</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 03/27/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Water, Parks and Wildlife Committee</p> <p>SUMMARY:</p> <p>Requires the Department of Parks and Recreation to be the primary agency authorized to administer the housing-related parks grants in urban, suburban, and rural areas, and to administer the grants for park creation, development, or rehabilitation to encourage infill development.</p> <p>STATUS:</p> <p>04/18/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Not heard.</p> <p>Position: CALCOG-SupInConc</p>

CA SB 46	<p>AUTHOR: Perata [D] TITLE: Housing and Emergency Shelter Trust Fund Act FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 12/22/2006 LAST AMEND: 04/10/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006 which authorizes the issuance of bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes a competitive grant program for infill housing development and infrastructure needs. STATUS: 04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS. Position: CALCOG-SupInConc</p>
CA SB 292	<p>AUTHOR: Wiggins [D] TITLE: State Bond Funds: Allocation INTRODUCED: 02/15/2007 LAST AMEND: 04/30/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Requires the Secretaries for Environmental Protection and the Resources Agency to develop a planning grant program for local and regional agencies to develop urban greening plans. Requires the program to comply with the requirements of the Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act. Provides grant priority to local and regional agencies that adopt a plan. Relates to nonprofit organizations applying for grants to help implement an urban greening project. STATUS: 04/30/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. Position: CALCOG-SupInConc</p>

CA SB 522	<p>AUTHOR: Dutton [R]</p> <p>TITLE: Infill Housing: Incentives</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/19/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Rules Committee</p> <p>SUMMARY:</p> <p>Relates to the finance of existing housing programs, capital outlay related to infill development, brownfield cleanup and housing-related parks. Sets forth findings and declarations regarding expenditure of the funds deposited in the Regional Planning, Housing and Infill Incentive Account. Authorizes a program for grants to cities and counties for the construction or acquisition of capital assets.</p> <p>STATUS:</p> <p>04/19/2007 From SENATE Committee on RULES with author's amendments.</p> <p>04/19/2007 In SENATE. Read second time and amended. Re-referred to Committee on RULES.</p> <p>Position: CALCOG-SupInConc</p>
CA SB 546	<p>AUTHOR: Ducheny [D]</p> <p>TITLE: Department of Housing and Community Development: Funds</p> <p>INTRODUCED: 02/22/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Requires a specified report at the Department of Housing and Community Development to include certain information relating to the programs funded under the Housing and Emergency Shelter Trust Fund Act of 2002 and the Housing and Emergency Shelter Trust Fund Act of 2006.</p> <p>STATUS:</p> <p>04/24/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>

CA SB 753	AUTHOR: Correa [D] TITLE: Mobilehomes and Manufactured Homes: Purchase INTRODUCED: 02/23/2007 LAST AMEND: 04/16/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Authorizes funds under the CalHome Program, which enables low and very low income households to become or remain homeowners, to be used to finance the purchase of the land beneath a mobilehome or manufactured home by the owner, or the purchase of both the lot and the home. Provides that conditions in existing law related to funding mutual housing and certain cooperative housing do not apply to financing of an interest in certain manufactured housing communities or mobilehome parks. STATUS: 05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.
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SOLID WASTE

CA AB 722	AUTHOR: Levine [D] TITLE: Energy: General Service Incandescent Lamp INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Amends the Warren-Alquist State Resources Conservation and Development Act which requires the State Energy Resources Conservation and Development Commission to prescribe the minimum level of operating efficiency for lighting devices. Prohibits on and after a specified date the sale of general service incandescent lamps. STATUS: 05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.
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CA AB 1150	AUTHOR: Lieu [D] TITLE: Solid Waste: Transformation INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Relates to a transformation integrated waste management program. Defines transformation as the incineration of solid waste, or the processing of solid waste through a noncombustion thermal, chemical, or biological process. STATUS: 03/15/2007 To ASSEMBLY Committee on NATURAL RESOURCES.
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CA AB 1237	<p>AUTHOR: Hancock [D] TITLE: Solid Waste: Solid Waste Facilities INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Relates to existing law which requires the Integrated Waste Management Board to either concur or object to the issuance or revision of a solid waste facility permit within 60 days from the board's receipt of a facility permit. Extends the time period in which the board may concur or object to 90 days. Eliminates the need for a public hearing prior to an enforcement action by the board. STATUS: 03/15/2007 To ASSEMBLY Committee on NATURAL RESOURCES.</p>
CA SB 1020	<p>AUTHOR: Padilla [D] TITLE: Solid Waste: Diversion INTRODUCED: 02/23/2007 LAST AMEND: 04/09/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Requires, with exceptions, that a city or county divert from landfill disposal or transformation no less than 75% of all solid waste, through source reduction, recycling, and composting activities. Makes nonsubstantive technical changes. STATUS: 05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
US HR 70	<p>SPONSOR: Davis Jo [R] TITLE: Out of State Municipal Solid Waste Regulations INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: House Energy and Commerce Committee SUMMARY: Authorizes States to regulate the receipt and disposal of out-of-State municipal solid waste. STATUS: 01/04/2007 INTRODUCED. 01/04/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>
US HR 274	<p>SPONSOR: Davis Jo [R] TITLE: Municipal Solid Waste INTRODUCED: 01/05/2007 DISPOSITION: Pending LOCATION: House Energy and Commerce Committee SUMMARY: Imposes certain limitations on the receipt of out-of-state municipal solid waste. STATUS: 01/05/2007 INTRODUCED. 01/05/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>

US HR 518	<p>SPONSOR: Dingell [D]</p> <p>TITLE: Solid Waste Disposal Act</p> <p>INTRODUCED: 01/17/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Environment and Public Works Committee</p> <p>SUMMARY:</p> <p>Amends the Solid Waste Disposal Act to authorize States to restrict receipt of foreign municipal solid waste and implement the Agreement Concerning the Transboundary Movement of Hazardous Waste between the United States and Canada, and for other purposes.</p> <p>STATUS:</p> <p>04/25/2007 In SENATE. Read second time.</p> <p>04/25/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>
US HR 720	<p>SPONSOR: Oberstar [DFL]</p> <p>TITLE: Water Pollution Control</p> <p>INTRODUCED: 01/30/2007</p> <p>LAST AMEND: 03/09/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Environment and Public Works Committee</p> <p>SUMMARY:</p> <p>Authorizes appropriations for State water pollution control revolving funds.</p> <p>STATUS:</p> <p>03/12/2007 In SENATE. Read second time.</p> <p>03/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>
US S 719	<p>SPONSOR: Lautenberg [D]</p> <p>TITLE: Surface Transportation Board</p> <p>INTRODUCED: 02/28/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Commerce, Science & Transportation Committee</p> <p>SUMMARY:</p> <p>Amends section 10501 of title 49, United States Code, to exclude solid waste disposal from the jurisdiction of the Surface Transportation Board.</p> <p>STATUS:</p> <p>02/28/2007 INTRODUCED.</p> <p>02/28/2007 In SENATE. Read second time.</p> <p>02/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>

TRANSIT

CA AB 387	AUTHOR:	Duvall [R]
	TITLE:	Design-Build: Transit Contracts
	INTRODUCED:	02/15/2007
	LAST AMEND:	04/17/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Business and Professions Committee
	SUMMARY:	
		Amends law that authorizes transit operators to enter into design-build contract according to specified procedures. Provides that the prequalification process is optional for technology or surveillance procurements designed to enhance safety, disaster preparedness, and homeland security efforts and allows those projects to be awarded based on either the lowest responsible bidder or best value.
	STATUS:	
	05/08/2007	In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage.
	05/08/2007	In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Reconsideration granted.
CA AB 889	AUTHOR:	Lieu [D]
	TITLE:	Metro Green Line Construction Authority
	INTRODUCED:	02/22/2007
	LAST AMEND:	04/30/2007
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Appropriations Committee
	HEARING:	05/23/2007 9:00 am
	SUMMARY:	
		Establishes the Metro Green Line Construction Authority for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Metro Green Line light rail project that would establish a coastal extension of the Green Line to the north and south, including an initial segment to the Los Angeles International Airport. Provides for specified related duties for the authority. Provides for the governing board of the authority.
	STATUS:	
	04/30/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	Position:	MTA-Opp

CA AB 901	<p>AUTHOR: Nunez [D] TITLE: Transportation: Highway Safety Traffic Reduction INTRODUCED: 02/22/2007 LAST AMEND: 04/18/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs and describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding. STATUS: 05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File. Position: MTA-SupplIfAmend</p>
CA AB 981	<p>AUTHOR: Ma [D] TITLE: High Speed Rail Authority FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2007 LAST AMEND: 04/12/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Relates to the High-Speed Rail Authority. Eliminates specified contingencies to the exercise of the board's authority and specifies that the authority constitutes a governing body for the purposes of adopting a resolution of necessary. Authorizes the authority to employ it own legal staff or contract with other state agencies for legal services, or both, however, requires the Attorney General to represent the authority in any litigation or judicial proceeding. STATUS: 05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>

CA AB 1221	<p>AUTHOR: Ma [D]</p> <p>TITLE: Transit Village Developments: Tax Financing</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Assembly Appropriations Committee</p> <p>HEARING: 05/23/2007 9:00 am</p> <p>SUMMARY:</p> <p>Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan.</p> <p>STATUS:</p> <p>05/09/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</p> <p>Position: CALCOG-Sup</p>
CA AB 1228	<p>AUTHOR: Solorio [D]</p> <p>TITLE: High-Speed Passenger Train Bond Act</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. provides for the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.</p> <p>STATUS:</p> <p>05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p>Position: OCTA-Sponsor</p>
CA AB 1240	<p>AUTHOR: Benoit [R]</p> <p>TITLE: Riverside County Transportation Commission</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY:</p> <p>Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.</p> <p>STATUS:</p> <p>05/07/2007 In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.</p> <p>Position: CSAC-Sup, RCTC-Sponsor, SCAG-Sup</p>

CA SB 442	<p>AUTHOR: Ackerman [R]</p> <p>TITLE: Public Contracts: Transit Projects: Design-Build</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/21/2007</p> <p>LAST AMEND: 04/09/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Transportation and Housing Committee</p> <p>SUMMARY: Relates to transit projects and design-build contracting. Authorizes the Orange County Transit District to enter into design-build contracts for transit projects in accordance with specified provisions.</p> <p>STATUS:</p> <p>04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.</p> <p>04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.</p> <p>Position: OCTA-Sponsor, SCAG-Sup</p>
CA SB 650	<p>AUTHOR: Padilla [D]</p> <p>TITLE: Vehicles: Maximum Length: Exceptions</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/23/2007</p> <p>DISPOSITION: Pending</p> <p>FILE: 22</p> <p>LOCATION: Senate Third Reading File</p> <p>SUMMARY: Extends to 65 feet the maximum vehicle length with exception for an articulated bus or articulated trolley coach. Requires such vehicle to operate on a dedicated right-of-way, except for reasonable access between terminals and maintenance facilities and the route where revenue service is provided.</p> <p>STATUS:</p> <p>05/01/2007 In SENATE. Read second time. To third reading.</p> <p>Position: MTA-Sup</p>

CA SB 724	<p>AUTHOR: Kuehl [D] TITLE: Public Utilities Commission: Rate Setting INTRODUCED: 02/23/2007 LAST AMEND: 03/27/2007 DISPOSITION: Pending LOCATION: Senate Energy, Utilities and Communications Committee</p> <p>SUMMARY: Requires the Public Utilities Commission, in a ratesetting or quasi-legislative case involving a light rail grade crossing, to resolve issues raised in the scoping memo within 9 months of the date of the memo, unless the commission makes a written determination that the deadline cannot be met, including findings as to the reason, and issues an order extending the deadline.</p> <p>STATUS: 03/29/2007 Withdrawn from SENATE Committee on RULES. 03/29/2007 To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</p> <p>Position: MTA-Sup</p>
US HR 238	<p>SPONSOR: Waxman [D] TITLE: Funding for San Fernando Valley Metro Rail Project INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: Senate Banking, Housing and Urban Affairs Committee</p> <p>SUMMARY: Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.</p> <p>STATUS: 03/27/2007 In SENATE. Read second time. 03/27/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>
US S 497	<p>SPONSOR: Boxer [D] TITLE: Los Angeles to San Fernando Valley Metro Rail Project INTRODUCED: 02/06/2007 DISPOSITION: Pending LOCATION: Senate Banking, Housing and Urban Affairs Committee</p> <p>SUMMARY: Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.</p> <p>STATUS: 02/06/2007 INTRODUCED. 02/06/2007 In SENATE. Read second time. 02/06/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>

TRANSPORTATION

CA AB 57	AUTHOR:	Soto [D]
	TITLE:	Highways: Safe Routes to School Construction Program
	INTRODUCED:	12/04/2006
	LAST AMEND:	03/28/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Deletes the repeal date of the Safe Routes to School construction program and of provisions authorizing state and local entities to secure and expend federal funds for programs related to bicycles and pedestrian safety and traffic-calming measures in high-hazard locations.
	STATUS:	
	04/18/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	Position:	League-Sup, MTC-Sup
CA AB 256	AUTHOR:	Huff [R]
	TITLE:	Highway Users Tax Account: Appropriation of Funds
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/05/2007
	LAST AMEND:	04/25/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Provides, that in any year in which the Budget Act has not been enacted by a specified date, that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are continuousl appropriated and may be encumbered from certain purposes until the Budget Act is enacted. Authorizes the Controller to make estimates in order to implement these provisions.
	STATUS:	
	05/09/2007	In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
	Position:	CSAC-Sup, OCTA-Sponsor

CA AB 397	<p>AUTHOR: Adams [R] TITLE: Sales and Use Taxes: Exemption: Fuel Taxes INTRODUCED: 02/15/2007 LAST AMEND: 03/29/2007 DISPOSITION: Pending COMMITTEE: Assembly Revenue and Taxation Committee HEARING: 05/21/2007 1:30 pm SUMMARY:</p> <p>Relates to the Sales and Use Tax Law that imposes a state sales and use tax on the gross receipts from the sale of tangible personal property sold at retail in this state or on the sales price of tangible personal property purchased from a retailer for the storage, use, or other consumption of that property in this state by the purchaser. Provides that the terms sales price and gross receipts do not include the amount of any state or federal fuel taxes.</p> <p>STATUS:</p> <p>05/14/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: To Suspense File.</p>
CA AB 642	<p>AUTHOR: Wolk [D] TITLE: Design-Build: Counties, Cities & Special Districts INTRODUCED: 02/21/2007 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY:</p> <p>Authorizes any county, with the approval of the board of supervisors, to enter into design-build contracts in accordance with specified provisions. Expands design-build contracts to include water resource facilities and wastewater treatment projects.</p> <p>STATUS:</p> <p>03/22/2007 To ASSEMBLY Committee on LOCAL GOVERNMENT. Position: League-Sup</p>
CA AB 663	<p>AUTHOR: Galgiani [D] TITLE: Alcoholic Beverages: Advertising FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/21/2007 LAST AMEND: 03/26/2007 DISPOSITION: Pending LOCATION: Senate Governmental Organization Committee SUMMARY:</p> <p>Adds an outdoor professional sports facility with a certain fixed seating capacity located in San Joaquin County to the provisions of existing law that provides an exemption for certain alcoholic beverage related entities to purchase advertising space and time from, or on behalf of , an on-sale retail licensee, if the licensee is the owner, manager, agent of the owner, assigned of the owner's advertising rights, or major tenant of specified facilities in particular counties.</p> <p>STATUS:</p> <p>05/17/2007 To SENATE Committee on GOVERNMENTAL ORGANIZATION.</p>

CA AB 784	<p>AUTHOR: Karnette [D] TITLE: Transportation Bonds FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2007 LAST AMEND: 04/24/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY:</p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.</p> <p>STATUS:</p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 867	<p>AUTHOR: Davis [D] TITLE: Transportation Analysis Zones INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY:</p> <p>Requires each metropolitan planning organization and each transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones. Requires results of such analysis to be availed to the public.</p> <p>STATUS:</p> <p>05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 899	<p>AUTHOR: Parra [D] TITLE: Transportation Facilities: Public-Private Partnerships INTRODUCED: 02/22/2007 LAST AMEND: 04/10/2007 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY:</p> <p>Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, through a specified date.</p> <p>STATUS:</p> <p>04/10/2007 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</p> <p>04/10/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>

CA AB 945	<p>AUTHOR: Carter [D]</p> <p>TITLE: Transportation Needs Assessment</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/26/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Requires the Transportation Commission to develop, on a every-5-year basis, an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.</p> <p>STATUS:</p> <p>05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p> <p>Position: CSAC-Sup, MTC-Sup</p>
CA AB 1003	<p>AUTHOR: Jeffries [R]</p> <p>TITLE: Department of Transportation: Engineering Services</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/09/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY:</p> <p>Authorizes transportation agencies and cities within counties that have in place a voter-approved transportation sales tax program to contract with the Department of Transportation for specified dedicated engineering and consulting services.</p> <p>STATUS:</p> <p>04/16/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard.</p>

CA AB 1295	<p>AUTHOR: Spitzer [R]</p> <p>TITLE: Tolls: Orange and Riverside Counties</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/01/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Assembly Appropriations Committee</p> <p>HEARING: 05/23/2007 9:00 am</p> <p>SUMMARY:</p> <p>Authorizes the Orange County Transportation Authority to eliminate its right, interests and obligations in the Riverside County portion of State Highway Route 90 toll land. Authorizes the Riverside County Transportation Commission to impose tolls for 50 years on its portion of State Highway Route 91 for operating expenses of the toll lane. Authorizes the issuance of bonds for transportation facilities within a specified corridor. Relates to the construction of a toll lane on State Highway Route 15.</p> <p>STATUS:</p> <table border="0"> <tr> <td style="vertical-align: top; padding-right: 20px;">05/01/2007</td> <td>In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</td> </tr> </table>	05/01/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		
05/01/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.				
CA AB 1306	<p>AUTHOR: Huff [R]</p> <p>TITLE: Sales Taxes on Gasoline</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY:</p> <p>Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund.</p> <p>STATUS:</p> <table border="0"> <tr> <td style="vertical-align: top; padding-right: 20px;">04/23/2007</td> <td>In ASSEMBLY Committee on TRANSPORTATION: Failed passage.</td> </tr> <tr> <td style="vertical-align: top; padding-right: 20px;">04/23/2007</td> <td>In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.</td> </tr> </table> <p>Position: MTA-Opp, OCTA-Sponsor</p>	04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Failed passage.	04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.
04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Failed passage.				
04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.				

CA AB 1322	<p>AUTHOR: Duvall [R]</p> <p>TITLE: Transportation: Eminent Domain</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/02/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Assembly Appropriations Committee</p> <p>HEARING: 05/23/2007 9:00 am</p> <p>SUMMARY:</p> <p>Requires the Department of Transportation, for any property that the department is acquiring by eminent domain, to provide a copy of all appraisals performed or obtained by the department to the owner of the property. Requires the owner of the property to provide a copy of those appraisals to the department if they are first provided to the property owner instead of the department.</p> <p>STATUS:</p> <p>05/02/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA AB 1373	<p>AUTHOR: Emmerson [R]</p> <p>TITLE: Highway Construction Contract: Design-Build Method</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY:</p> <p>Authorizes the San Bernardino Associated Governments to use a design-build procurement method for the construction of improvements to the highways that provide access to health facilities offering emergency services in San Bernardino County.</p> <p>STATUS:</p> <p>04/23/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard.</p>
CA AB 1457	<p>AUTHOR: Huffman [D]</p> <p>TITLE: Parks and Recreation: State Parks: Roads</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Water, Parks and Wildlife Committee</p> <p>SUMMARY:</p> <p>Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.</p> <p>STATUS:</p> <p>04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.</p> <p>Position: OCTA-Opp, SCAG-Opp</p>

CA AB 1499	AUTHOR: Garrick [R] TITLE: Department of Transportation: Design-Build INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Authorizes the Department of Transportation to use the design-build procurement process for its state highway construction contracts. STATUS: 03/22/2007 To ASSEMBLY Committee on TRANSPORTATION.
CA SB 45	AUTHOR: Perata [D] TITLE: Transportation Funds: Transit System Safety FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 12/22/2006 LAST AMEND: 04/10/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Establishes the application process for capital projects for funding from the Transit System Safety, Security and Disaster Response Account, which allocations would be made by the Office of Homeland Security to transit operators. Requires OHS to report on the projects receiving funding. Provides for allocations by the Office of Emergency Services to transit operators to develop disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster. STATUS: 05/07/2007 In SENATE Committee on APPROPRIATIONS: Not heard.

CA SB 56	<p>AUTHOR: Runner G [R]</p> <p>TITLE: Highway Construction Contracts</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 01/10/2007</p> <p>LAST AMEND: 05/01/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.</p> <p>STATUS:</p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
CA SB 61	<p>AUTHOR: Runner G [R]</p> <p>TITLE: High-Occupancy Toll Lanes and Toll Roads</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 01/16/2007</p> <p>LAST AMEND: 05/01/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.</p> <p>STATUS:</p> <p>05/01/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>Position: SCAG-Sup</p>

CA SB 184	<p>AUTHOR: Alquist [D] TITLE: Transportation Projects FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/06/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY:</p> <p>Limits provisions of existing law that authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation to projects advanced for expenditure by an eligible entity.</p> <p>STATUS:</p> <p>05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File. Position: OCTA-Sponsor</p>
CA SB 427	<p>AUTHOR: Harman [R] TITLE: Environmental Quality Act: Impact Reports INTRODUCED: 02/21/2007 DISPOSITION: Pending LOCATION: Senate Environmental Quality Committee SUMMARY:</p> <p>Authorizes a lead agency to prepare a short form environmental impact report for a project subject to the Cal. Environmental Quality Act (CEQA) if the project meets specified criteria, including that the project is a qualified urban use, provides housing or employment near specified areas, and incorporates specified mitigation measures.</p> <p>STATUS:</p> <p>02/28/2007 To SENATE Committee on ENVIRONMENTAL QUALITY. Position: CALCOG-Sup</p>

CA SB 445 **AUTHOR:** Torlakson [D]
TITLE: Road User Task Force
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2007
LAST AMEND: 05/08/2007
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:
Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.
STATUS:
05/08/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.
05/08/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
Position: CALCOG-Sup, CSAC-Sup, MTA-SupIfAmend, MTC-Sup

CA SB 717 **AUTHOR:** Perata [D]
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 05/10/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Continues the Transportation Investment Fund in existence and specifies the use of revenues deposited in that fund from gasoline sales tax revenues subject to a specified article of the State Constitution, beginning in the 2008-09 fiscal year.
STATUS:
05/14/2007 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
Position: CALCOG-Sup, CSAC-Sup, League-Sup

CA SB 826	<p>AUTHOR: Padilla [D]</p> <p>TITLE: Solid Waste: Environmental Justice: Facilities Permits</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 04/12/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Requires the Integrated Waste Management Board to adopt regulations setting minimum standards for solid waste facilities and to identify and mitigate impacts in disproportionately affected communities in which such facilities are located. Requires before issuing a facilities permit, the enforcement agency to provide notice including the Web site where the permit is available for review. Extends the time period in which the board may concur or object to the issuance, modification or revision of a permit.</p> <p>STATUS:</p> <p>05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
CA SB 872	<p>AUTHOR: Ackerman [R]</p> <p>TITLE: State-Local Partnership Program</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 05/08/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds.</p> <p>STATUS:</p> <p>05/08/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.</p> <p>05/08/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>Position: OCTA-Sup</p>

CA SB 974	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Ports: Congestion Relief: Environmental Mitigation</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 04/30/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and a portion to the Northern California Port Mitigation Relief Trust Fund. Authorizes infrastructure bank financing agreements.</p> <p>STATUS:</p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p> <p>Position: CALCOG-Sup, MTA-SuppIfAmend</p>
CA SB 1016	<p>AUTHOR: Wiggins [D]</p> <p>TITLE: Diversion: Annual Reports</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 04/10/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: ASSEMBLY</p> <p>SUMMARY:</p> <p>Authorizes the Integrated Waste Management Board, if it determines that a city or county has diverted more than 50% of solid waste from landfill disposal through source reduction, recycling, and composting activities, to submit once every 2 years the information required in a specified report. Provides that, for a city or county submitting the report every 2 years, they must return to annual submission if they fail to divert 50% of the solid waste, or if the board rescinds the authorization.</p> <p>STATUS:</p> <p>05/17/2007 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.</p>

CA SB 1020	<p>AUTHOR: Padilla [D] TITLE: Solid Waste: Diversion INTRODUCED: 02/23/2007 LAST AMEND: 04/09/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Requires, with exceptions, that a city or county divert from landfill disposal or transformation no less than 75% of all solid waste, through source reduction, recycling, and composting activities. Makes nonsubstantive technical changes. STATUS: 05/07/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
CA SCR 16	<p>AUTHOR: Negrete McLeod [D] TITLE: Gary Moon Memorial Interchange FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/20/2007 LAST AMEND: 03/26/2007 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Designates the future interchange at State Highway Route 210 and Interstate 215, the Gary Moon Memorial Interchange. STATUS: 05/03/2007 To ASSEMBLY Committee on TRANSPORTATION.</p>
US HR 238	<p>SPONSOR: Waxman [D] TITLE: Funding for San Fernando Valley Metro Rail Project INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: Senate Banking, Housing and Urban Affairs Committee SUMMARY: Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California. STATUS: 03/27/2007 In SENATE. Read second time. 03/27/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>
US HR 802	<p>SPONSOR: Oberstar [DFL] TITLE: Act to Prevent Pollution from Ships INTRODUCED: 02/05/2007 LAST AMEND: 03/26/2007 DISPOSITION: Pending LOCATION: Senate Commerce, Science & Transportation Committee SUMMARY:</p>

To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.
STATUS:
03/28/2007 In SENATE. Read second time.
03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US HR 1053 **SPONSOR:** Miller Ga [R]
TITLE: California Transportation Projects
INTRODUCED: 02/14/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Authorizes the Secretary of Transportation to carry out certain transportation projects in the State of California to relieve congestion on State Route 91.
STATUS:
02/14/2007 INTRODUCED.
02/14/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1195 **SPONSOR:** Oberstar [DFL]
TITLE: Safe Accountable Flexible Efficient Transportation Act
INTRODUCED: 02/27/2007
LAST AMEND: 03/26/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:
Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections; relates to other purposes.
STATUS:
03/27/2007 In SENATE. Read second time.
03/27/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 1401 **SPONSOR:** Thompson B [D]
TITLE: Security of Railroads and Public Transportation
INTRODUCED: 03/08/2007
LAST AMEND: 03/27/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee
SUMMARY:
To improve the security of railroads, public transportation, and over-the-road buses in the United States, and for other purposes.
STATUS:
03/28/2007 In SENATE. Read second time.
03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US HR 1493 **SPONSOR:** Mica [R]
TITLE: Secretary of Transportation Grant Authorizations

	INTRODUCED:	03/13/2007
	DISPOSITION:	Pending
	LOCATION:	House Transportation & Infrastructure Committee
	SUMMARY:	
		To authorize the Secretary of Transportation to make grants to public transportation agencies, over-the-road bus operators, railroads, and other certain entities to improve security, and for other purposes.
	STATUS:	
	03/13/2007	INTRODUCED.
	03/13/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1516	SPONSOR:	Oberstar [DFL]
	TITLE:	Appropriations for Railroad Safety
	INTRODUCED:	03/14/2007
	DISPOSITION:	Pending
	LOCATION:	House Transportation & Infrastructure Committee
	SUMMARY:	
		Authorizes appropriations for activities under the Federal railroad safety laws for fiscal years 2008 through 2011, and for other purposes.
	STATUS:	
	03/14/2007	INTRODUCED.
	03/14/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1606	SPONSOR:	Matsui D [D]
	TITLE:	Flexibility Incentive Grant Program
	INTRODUCED:	03/20/2007
	DISPOSITION:	Pending
	LOCATION:	House Transportation & Infrastructure Committee
	SUMMARY:	
		Provides for the establishment of a flexibility incentive grant program.
	STATUS:	
	03/20/2007	INTRODUCED.
	03/20/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US S 4	SPONSOR:	Reid [D]
	TITLE:	War on Terror
	INTRODUCED:	01/04/2007
	LAST AMEND:	03/13/2007
	DISPOSITION:	Pending
	LOCATION:	HOUSE
	SUMMARY:	
		A bill to make the United States more secure by implementing unfinished recommendations of the 9/11 Commission to fight the war on terror more effectively, to improve homeland security, and for other purposes.
	STATUS:	
	03/13/2007	In SENATE. Amended on SENATE floor.
	03/13/2007	In SENATE. Passed SENATE. *****To HOUSE.
US S 184	SPONSOR:	Inouye [D]

	TITLE: Rail and Surface Transportation Security INTRODUCED: 01/04/2007 DISPOSITION: Pending LOCATION: SENATE SUMMARY: Provides improved rail and surface transportation security. STATUS: 02/15/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported with an amendment in the nature of a substitute. 02/15/2007 In SENATE. Placed on SENATE Legislative Calendar.
US S 234	SPONSOR: Kerry [D] TITLE: Television White Spaces INTRODUCED: 01/09/2007 DISPOSITION: Pending LOCATION: Senate Commerce, Science & Transportation Committee SUMMARY: Requires the FCC to issue a final order regarding television white spaces. STATUS: 01/09/2007 INTRODUCED. 01/09/2007 In SENATE. Read second time. 01/09/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 294	SPONSOR: Lautenberg [D] TITLE: Reauthorizing Amtrak INTRODUCED: 01/16/2007 DISPOSITION: Pending LOCATION: Senate Commerce, Science & Transportation Committee SUMMARY: A bill to reauthorize Amtrak, and for other purposes. STATUS: 04/25/2007 In SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Ordered to be reported as amended.
US S 775	SPONSOR: Carper [D] TITLE: National Commission on Infrastructure INTRODUCED: 03/06/2007 DISPOSITION: Pending LOCATION: Senate Environment and Public Works Committee SUMMARY: Establishes a National Commission on the Infrastructure of the United States. STATUS: 03/06/2007 INTRODUCED. 03/06/2007 In SENATE. Read second time. 03/06/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

TRANSPORTATION BONDS

CA AB 412	AUTHOR: Smyth [R] TITLE: Transportation: Project Deadlines FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/16/2007 LAST AMEND: 03/26/2007 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Requires each agency designated by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act. STATUS: 03/26/2007 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 03/26/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
CA AB 575	AUTHOR: Arambula [D] TITLE: Highway Safety Traffic Reduction: Emission Reductions INTRODUCED: 02/21/2007 LAST AMEND: 05/01/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security bond Act of 2006 that provides a specified amount of funds from that act to be appropriated to the State Air Resources Board for emission reductions. Requires the board to develop guidelines meeting specified requirements for the allocation of those funds, and to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from freight movement activities. STATUS: 05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA AB 784	<p>AUTHOR: Karnette [D]</p> <p>TITLE: Transportation Bonds</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/24/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.</p> <p>STATUS:</p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>
CA AB 901	<p>AUTHOR: Nunez [D]</p> <p>TITLE: Transportation: Highway Safety Traffic Reduction</p> <p>INTRODUCED: 02/22/2007</p> <p>LAST AMEND: 04/18/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs and describing the total amount of verified project funding needed in the budget year and the amount required by each agency seeking funding.</p> <p>STATUS:</p> <p>05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.</p>

CA AB 995 **AUTHOR:** Nava [D]
TITLE: Ports Infrastructure, Security, and Air Quality
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2007
LAST AMEND: 04/24/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
Relates to transportation. Requires projects funded from bonds issued under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act to meet highest benefits compared to cost. Provides that projects that reduce pollution to be given priority for funding from bond proceeds. Prohibits the Budget Act from including appropriations and the Legislature from enacting legislation containing specified transportation projects funded from the proceeds of these bonds.
STATUS:
05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.

CA AB 1350 **AUTHOR:** Nunez [D]
TITLE: Transportation Bond Funds
INTRODUCED: 02/23/2007
LAST AMEND: 04/10/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Office of Emergency Services and the Department of Transportation to issue a report to the Legislature that addresses specified issues related to emergency disaster response.
STATUS:
05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.
Position: MTA-SuppIfAmend

CA AB 1351 **AUTHOR:** Levine [D]
TITLE: Transportation: State-Local Partnerships
INTRODUCED: 02/23/2007
LAST AMEND: 04/10/2007
DISPOSITION: Pending
COMMITTEE: Assembly Appropriations Committee
HEARING: 05/23/2007 9:00 am
SUMMARY:
Amends the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. States the intent of the Legislature to appropriate a specified amount of funds for the State-Local Partnership Program for funding transportation projects for a specified period. Defines local funds under the program relating to a local match as revenues from any locally imposed transportation related sales tax. Requires certain related reports.
STATUS:
04/23/2007 From ASSEMBLY Committee on TRANSPORTATION:
Do pass to Committee on APPROPRIATIONS.

CA AB 1672 **AUTHOR:** Nunez [D]
TITLE: Transportation: Infrastructure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 04/23/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
Requires the State Transportation Commission consult with the chairs of the appropriate policy committees of the Legislature not less than 60 days prior to adopting changes to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reeducation, Air Quality and Port Security Fund of 2006.
STATUS:
05/02/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.

CA SB 9	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Trade Corridor Improvement: Transportation Project</p> <p>INTRODUCED: 12/04/2006</p> <p>LAST AMEND: 04/10/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Relates to the Trade Corridor Improvement Transportation Project. Requires inclusion in a regional transportation plan. Requires for funding emphasis to be on consideration of specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity. Requires inclusion of a plan to mitigate emissions associated with their projects. Provides funding for projects that support movement of freight with zero emissions.</p> <p>STATUS:</p> <p>04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>
CA SB 19	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Trade Corridor: Projects to Reduce Emissions: Funding</p> <p>INTRODUCED: 12/04/2006</p> <p>LAST AMEND: 04/10/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Require that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.</p> <p>STATUS:</p> <p>04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>

CA SB 45	<p>AUTHOR: Perata [D] TITLE: Transportation Funds: Transit System Safety FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 12/22/2006 LAST AMEND: 04/10/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Establishes the application process for capital projects for funding from the Transit System Safety, Security and Disaster Response Account, which allocations would be made by the Office of Homeland Security to transit operators. Requires OHS to report on the projects receiving funding. Provides for allocations by the Office of Emergency Services to transit operators to develop disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster. STATUS: 05/07/2007 In SENATE Committee on APPROPRIATIONS: Not heard.</p>
CA SB 47	<p>AUTHOR: Perata [D] TITLE: Transportation Bonds INTRODUCED: 12/22/2006 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program. STATUS: 01/18/2007 To SENATE Committee on RULES. Type: 2-Year</p>
CA SB 262	<p>AUTHOR: Runner G [R] TITLE: Transportation: Trade Corridors Improvement INTRODUCED: 02/14/2007 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Requires the Transportation Commission, when allocating certain funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Ports of Los Angeles and Long Beach. STATUS: 04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Heard, remains in Committee. Type: 2-Year</p>

CA SB 286	<p>AUTHOR: Lowenthal [D]</p> <p>TITLE: Transportation Bonds: Implementation</p> <p>INTRODUCED: 02/15/2007</p> <p>LAST AMEND: 05/14/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Requires Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated in cycles by the Controller. Requires the Controller to use the population figures from the Department of Finance in making allocations to cities. Requires an applicant for funds to submit a list of projects expected to be funded to the department . Requires the funds to be allocated within 3 fiscal years of the date of allocation. Requires return of unallocated funds.</p> <p>STATUS:</p> <p>05/14/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.</p> <p>05/14/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>Position: CSAC-Sponsor, LEAGUE-Sponsor</p>
CA SB 307	<p>AUTHOR: Dutton [R]</p> <p>TITLE: Goods Movement</p> <p>INTRODUCED: 02/16/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Rules Committee</p> <p>SUMMARY:</p> <p>States the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan.</p> <p>STATUS:</p> <p>02/28/2007 To SENATE Committee on RULES.</p> <p>Type: 2-Year</p>

CA SB 716	<p>AUTHOR: Perata [D] TITLE: Transit Operators INTRODUCED: 02/23/2007 LAST AMEND: 05/16/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Relates to appropriations to transportation agencies for transit capital projects pursuant to a specified order. Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the account. Requires the Transportation Commission and the Controller to administer these provisions. STATUS: 05/16/2007 From SENATE Committee on APPROPRIATIONS with author's amendments. 05/16/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA SB 745	<p>AUTHOR: Oropeza [D] TITLE: Transportation Funding: Port Security INTRODUCED: 02/23/2007 LAST AMEND: 04/09/2007 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Requires the Office of Emergency Services to develop criteria for allocating general obligation bond funds for port, harbor, and ferry terminal security. STATUS: 04/09/2007 From SENATE Committee on RULES with author's amendments. 04/09/2007 In SENATE. Read second time and amended. Re-referred to Committee on RULES. 04/09/2007 Re-referred to SENATE Committees on TRANSPORTATION AND HOUSING and GOVERNMENTAL ORGANIZATION. Type: 2-Year</p>

CA SB 748	<p>AUTHOR: Corbett [D] TITLE: Transportation: State Local Partnerships INTRODUCED: 02/23/2007 LAST AMEND: 04/10/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Relates to state-local partnerships to eligible transportation projects. Appropriates bond funds for the fund. Defines local matching funds for purposes of the required dollar-for-dollar match. Establishes an application procedure for eligible applicants. Establishes timelines. Requires a report. Limits bond funding. STATUS: 04/17/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS. Position: MTA-Opp, MTC-Sup</p>
CA SB 872	<p>AUTHOR: Ackerman [R] TITLE: State-Local Partnership Program INTRODUCED: 02/23/2007 LAST AMEND: 05/08/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY: Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds. STATUS: 05/08/2007 From SENATE Committee on APPROPRIATIONS with author's amendments. 05/08/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

TRIBES

CA AB 169 **AUTHOR:** Levine [D]
 TITLE: Joint Powers Authorities: Indian Tribes
 FISCAL COMMITTEE: no
 URGENCY CLAUSE: no
 INTRODUCED: 01/23/2007
 DISPOSITION: Pending
 LOCATION: SENATE
 SUMMARY:
 Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.
 STATUS:
 05/14/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY.
 *****To SENATE.
 Position: CALCOG-Sup
 SCAG: Sponsor

WATER

CA AB 224 **AUTHOR:** Wolk [D]
 TITLE: Water Supply Planning
 FISCAL COMMITTEE: yes
 URGENCY CLAUSE: no
 INTRODUCED: 01/29/2007
 LAST AMEND: 04/25/2007
 DISPOSITION: Pending
 LOCATION: Assembly Appropriations Committee
 SUMMARY:
 Enacts the Climate Change and Water Resource Protection Act of 2007. Requires the Department of Water Resources to include an analysis of the potential effects of climate change, in reports or plans that the department is required to prepare. Prohibits the department from approving a request for a specified grant unless certain requirements are met. Requires a report by the Water Resources Control Board that quantifies the energy savings and greenhouse emission reduction of water supply development.
 STATUS:
 05/09/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
 Suspense File.

CA SB 27	<p>AUTHOR: Simitian [D] TITLE: Sacramento-San Joaquin River Delta Drinking Water FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 12/04/2006 LAST AMEND: 04/24/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY:</p> <p>Requires the Secretary of the Resources Agency to begin implementing certain actions on behalf of the Sacramento-San Joaquin River Delta, including investing in emergency preparedness, funding projects to aid sustainability in the Delta, identifying critical levees to be strengthened, and commencing Delta restoration projects. Declares legislative intent to enact legislation to begin implementing a program for sustainable management of the Delta in 2008.</p> <p>STATUS:</p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>
US HR 122	<p>SPONSOR: Dreier [R] TITLE: Reclamation Wastewater and Groundwater Study INTRODUCED: 01/04/2007 LAST AMEND: 03/05/2007 DISPOSITION: Pending LOCATION: Senate Energy and Natural Resources Committee SUMMARY:</p> <p>Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Inland Empire regional recycling project and in the Cucamonga Valley Water District recycling project.</p> <p>STATUS:</p> <p>03/06/2007 In SENATE. Read second time. 03/06/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.</p>
US HR 700	<p>SPONSOR: McNerney [D] TITLE: Federal Water Pollution Control Act INTRODUCED: 01/29/2007 LAST AMEND: 03/08/2007 DISPOSITION: Pending LOCATION: Senate Environment and Public Works Committee SUMMARY:</p> <p>To amend the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects.</p> <p>STATUS:</p> <p>03/09/2007 In SENATE. Read second time. 03/09/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>
US HR 720	<p>SPONSOR: Oberstar [DFL] TITLE: Water Pollution Control</p>

	INTRODUCED:	01/30/2007
	LAST AMEND:	03/09/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Environment and Public Works Committee
	SUMMARY:	Authorizes appropriations for State water pollution control revolving funds.
	STATUS:	
	03/12/2007	In SENATE. Read second time.
	03/12/2007	To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.
US HR 1140	SPONSOR:	Calvert [R]
	TITLE:	Advanced Water Treatment Plant Facility
	INTRODUCED:	02/16/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Energy and Natural Resources Committee
	SUMMARY:	To authorize the Secretary, in cooperation with the City of San Juan Capistrano, California, to participate in the design, planning, and construction of an advanced water treatment plant facility and recycled water system, and for other purposes.
	STATUS:	
	05/08/2007	In SENATE. Read second time.
	05/08/2007	To SENATE Committee on ENERGY AND NATURAL RESOURCES.
US HR 1495	SPONSOR:	Oberstar [DFL]
	TITLE:	Conservation and Development of Water
	INTRODUCED:	03/13/2007
	LAST AMEND:	05/16/2007
	DISPOSITION:	Pending
	LOCATION:	Conference Committee
	SUMMARY:	To provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.
	STATUS:	
	05/16/2007	In SENATE. Amended on SENATE floor.
	05/16/2007	In SENATE. Passed SENATE. *****To HOUSE for concurrence.
	05/16/2007	In SENATE. SENATE insists on its amendments and requests a conference.
	05/16/2007	*****To CONFERENCE Committee.
US HR 1725	SPONSOR:	Bono [R]
	TITLE:	Reclamation Wastewater and Groundwater Study
	INTRODUCED:	03/28/2007
	DISPOSITION:	Pending
	LOCATION:	House Natural Resources Committee
	SUMMARY:	Amends the Reclamation Wastewater and Groundwater Study and

Facilities Act to authorize the Secretary of the Interior to participate in the Rancho California Water District Southern Riverside County Recycled/Non-Potable Distribution Facilities and Demineralization/Desalination Recycled Water Treatment and Reclamation Facility Project.

STATUS:

03/28/2007 INTRODUCED.
03/28/2007 To HOUSE Committee on NATURAL RESOURCES.

US HR 1737

SPONSOR: Capps [D]
TITLE: Reclamation Wastewater and Groundwater Study
INTRODUCED: 03/28/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

To amend the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the design, planning, and construction of permanent facilities for the GREAT project to reclaim, reuse, and treat impaired waters in the area of Oxnard, California.

STATUS:

05/08/2007 In SENATE. Read second time.
05/08/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.

WATER BONDS

CA AB 41

AUTHOR: La Malfa [R]
TITLE: Water Resources: Temperance Flat Surface Water
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/04/2006
LAST AMEND: 04/09/2007
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Relates to the Temperance Flat Surface Water Storage Project and Site Reservoir. Relates to the Environmental Quality Act. Provides for various exemptions from requirements of the act regarding construction of the Temperance Flat Surface Water Storage Project and the Sites Reservoir.

STATUS:

04/09/2007 To ASSEMBLY Committee on NATURAL RESOURCES.
04/09/2007 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
04/09/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.

CA AB 1253 **AUTHOR:** Caballero [D]
TITLE: Regional and Local Land Use Plans
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 04/17/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
Creates the Sustainable Communities Regional and Local Land Use Planning Program within the Resources Agency. Requires the agency Secretary to administer the program. Appropriates unspecified sums from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 for grants and incentives for the development of specified regional and local land use plans, for grants and loans to local governments, councils of governments, and other public agencies.
STATUS:
05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.
Position: CALCOG-SupInConc

CA AB 1297 **AUTHOR:** Arambula [D]
TITLE: Water: Regional Water Management Plans
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 05/02/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
Prohibits state funding for the development of a regional plan pursuant to the Integrated Regional Water Management Planning Act from exceeding 5% of the total funding available for integrated regional water management for the region or part of the region covered in the plan. Directs providing 5% of the amount available for integrated regional water management for a region or part of the region covered in the plan, for development or improvement of a plan, to a regional water management group.
STATUS:
05/16/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.
Position: CALCOG-SupInConc

CA SB 5	<p>AUTHOR: Machado [D]</p> <p>TITLE: Flood Management</p> <p>INTRODUCED: 12/04/2006</p> <p>LAST AMEND: 04/25/2007</p> <p>DISPOSITION: Pending</p> <p>COMMITTEE: Senate Appropriations Committee</p> <p>HEARING: 05/21/2007 10:00 am</p> <p>SUMMARY:</p> <p>Requires the Department of Water Resources to prepare the Sacramento-San Joaquin River Flood Management Plan and to adopt the plan. Requires the plan to include specified components relating to the river flood management system. Requires flood risks in approvals of projects in flood hazard zones. Requires specified local governments to amend the general plan to include related specified data, analysis, goals, and objectives and to develop funding mechanism to finance local flood responsibilities.</p> <p>STATUS:</p> <p>04/30/2007 Withdrawn from SENATE Committee on RULES.</p> <p>04/30/2007 Re-referred to SENATE Committee on APPROPRIATIONS.</p>
CA SB 27	<p>AUTHOR: Simitian [D]</p> <p>TITLE: Sacramento-San Joaquin River Delta Drinking Water</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 12/04/2006</p> <p>LAST AMEND: 04/24/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Appropriations Committee</p> <p>SUMMARY:</p> <p>Requires the Secretary of the Resources Agency to begin implementing certain actions on behalf of the Sacramento-San Joaquin River Delta, including investing in emergency preparedness, funding projects to aid sustainability in the Delta, identifying critical levees to be strengthened, and commencing Delta restoration projects. Declares legislative intent to enact legislation to begin implementing a program for sustainable management of the Delta in 2008.</p> <p>STATUS:</p> <p>05/14/2007 In SENATE Committee on APPROPRIATIONS: To Suspense File.</p>

CA SB 167	<p>AUTHOR: Negrete McLeod [D] TITLE: General Plans: Planning Grants and Incentives FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/01/2007 LAST AMEND: 05/15/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY:</p> <p>Requires the Governor's Office of Planning and Research to award grants and loans to cities and counties to prepare and adopt general plans, habitat conservation plans, zoning ordinances, design standards, and municipal service reviews, including the costs of complying with the Environmental Quality Act. Appropriates funds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Fund of 2006 for the 2007-08 fiscal year.</p> <p>STATUS:</p> <p>05/15/2007 From SENATE Committee on APPROPRIATIONS with author's amendments. 05/15/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA SB 732	<p>AUTHOR: Steinberg [D] TITLE: Coastal Protection Bond Act of 2006 FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/23/2007 LAST AMEND: 05/15/2007 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 05/21/2007 10:00 am SUMMARY:</p> <p>Relates to the implementation of the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, the establishment of the Forestland Conservation Program, funds for nature education and research facilities and for parks, reports regarding act related grant recipients, investor-owned utilities, and the funding of integrated regional water management plan projects or programs.</p> <p>STATUS:</p> <p>05/15/2007 From SENATE Committee on APPROPRIATIONS with author's amendments. 05/15/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>Position: CALCOG-SupInConc</p>

CA SB 763

AUTHOR: Ridley-Thomas [D]
TITLE: Economic Development Programs
INTRODUCED: 02/23/2007
LAST AMEND: 04/30/2007
DISPOSITION: Pending
LOCATION: Senate Business, Professions & Economic
Development Committee

SUMMARY:

Declares the intent of the Legislature to enact legislation providing that all economic development programs implemented by the Business, Transportation and Housing Agency should, at the discretion of the Secretary of Business, Transportation and Housing, adopt specified objectives.

STATUS:

05/03/2007 Withdrawn from SENATE Committee on RULES.
05/03/2007 Re-referred to SENATE Committee on BUSINESS,
PROFESSIONS AND ECONOMIC DEVELOPMENT.
Position: CALCOG-SupInConc

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MEMO

DATE: June 7, 2007

TO: Transportation and Communications Committee

FROM: Jeffrey S. Dunn, Government Affairs Analyst, (213)-236-1880, dunn@scag.ca.gov

SUBJECT: SB 375 (Steinberg)

BACKGROUND:

SB 375 by Senator Darrell Steinberg would create a streamlined CEQA process for projects consistent with regional growth and resource plans (analogous to SCAG's Regional Comprehensive Plan). As such, SCAG has, preliminarily, taken a support position on the bill, consistent with policy established by the Regional Council in July 2005. SCAG's support letter is attached, along with the text of the bill.

Subsequent to SCAG's sending a support letter, the bill was amended. While the bill is still consistent with concepts sought by the region for CEQA streamlining, the bill has several other elements that could potentially affect SCAG planning efforts. Specifically of note, it would:

- Create new modeling requirements for the Regional Transportation Plan (RTP), such that the transportation model could account for impacts of growth and development patterns on transportation performance;
- Require the inclusion of a preferred growth scenarios in RTPs;
- Direct the California Air Resources Board to create targets for Greenhouse Gas Reductions for regional Councils of Governments;
- Allocate specified bond funds to regions for planning.

The bill is being brought before the Transportation and Communications Committee (TCC) to discuss the transportation planning ramifications of the bill. At this time, SCAG staff has concluded that the bill is consistent with established regional policy priorities, but requires technical amendments to make the legislation workable. Staff is working with the bill author and with the California Association of Councils of Governments (CALCOG) to pursue these amendments.

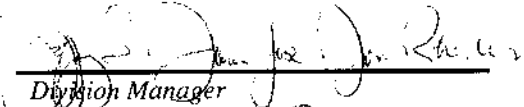
Staff is seeking discussion and input on the bill from the Committee at this time.

FISCAL IMPACT:

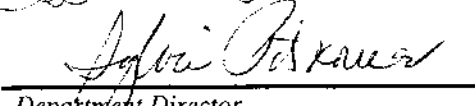
Work associated with implementation of the Regional Comprehensive Plan is included in the current SCAG Overall Work Program (07-035.scgs1)

MEMO

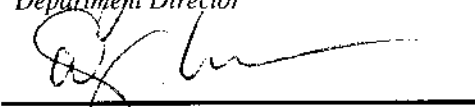
Reviewed by:

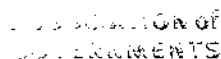

Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer



April 19, 2007

The Honorable Joe Simitian, Chair
Senate Environmental Quality Committee
State Capitol, Room 2205
Sacramento, California 98514

SB 375 (Steinberg) – Transportation Planning: Improved Travel Models: Preferred Growth Scenarios: Environment Review – SUPPORT

Dear Senator Simitian,

The Southern California Association of Governments supports SB 375 (Steinberg), as amended on April 17, scheduled for hearing before the Senate Committee on Environmental Quality on Monday, April 23, 2007.

SB 375 provides for the integration of transportation and land-use planning. It requires the California Transportation Commission to adopt guidelines for travel demand models used in the development of Regional Transportation Plans (RTPs) by regional transportation agencies. These guidelines require that the travel demand models more accurately account for land use impacts on transportation according to specified criteria. The bill also requires that RTPs for large regions include a preferred growth scenario that identify housing locations for the entire region's population growth, including all economic segments of the population, and excludes farmland and habitat to the greatest extent feasible. The preferred growth scenario will achieve a reduction in vehicle miles traveled per household in the region to be established by the Air Resources Board, through a combination of identification of housing, employment, and commercial centers and transit projects. Funding for transportation projects must be consistent with the preferred growth scenario.

SB 375 also provides for streamlined CEQA requirements for local governments that conform their land use plans to a preferred growth scenario. The bill specifies that an Environmental Impact Report on a project would only be required to address the project specific impacts, and that local governments can rely on the EIR on the regional transport plan and on the general plan amendment if one has been certified. The bill authorizes a local government to find that sustainable communities' projects comply with CEQA without further documentation if the project meets certain criteria, and authorizes local governments to establish traffic mitigation programs in advance for projects and provides that there would not be additional traffic mitigation required as a result of the CEQA process.

SB 375 would provide transportation and CEQA incentives to achieve greater housing choices, shorter commutes, reduced climate emissions, less air pollution and fossil fuel consumption, and greater conservation of farmlands and habitat. Its provisions are consistent with long standing SCAG policies and the 2007 SCAG Legislative Program to integrate transportation and land-use planning, and to streamline CEQA compliance measures for projects that contribute to preferred environmental outcomes.

For these reasons, we urge your support for the passage of SB 375 from the Senate Committee on Environmental Quality.

Sincerely,

Yvonne B. Burke
YVONNE B. BURKE
President
Supervisor, County of Los Angeles

cc: Members, Senate Committee on Environmental Quality
Senator Darrel Steinberg

AMENDED IN SENATE MAY 2, 2007

AMENDED IN SENATE APRIL 17, 2007

SENATE BILL

No. 375

Introduced by Senator Steinberg

February 21, 2007

An act to amend Sections 65070, ~~65072~~, 65074, 65080, 65080.5, 65081.3, 65082, ~~65086.5~~, 65088.1, and 65088.4 of, *and* to add Sections 14522.1, 14522.2, ~~14522.3~~, ~~14522.4~~, 14522.5, and 65086.6 to, ~~and to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of, the Government Code, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of the Public Resources Code, relating to environmental quality.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 375, as amended, Steinberg. Transportation planning: ~~improved~~ travel *demand* models: preferred growth scenarios: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission, by April 1, 2008, to adopt guidelines ~~related to the~~ *for the use of* travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. ~~The bill would specify certain policy~~

choices that a travel demand model shall be capable of evaluating. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements.

This bill would also require the regional transportation plan to include a preferred growth scenario, as specified, designed to achieve certain goals for the reduction of vehicle miles traveled in a region. *The bill would require the State Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050 by an unspecified date, and would require the preferred growth scenario to inventory the region's emission of those gasses and establish measures to reduce those emissions consistent with the targets.* The bill would require certain transportation planning and programming activities by regional agencies ~~and the department~~ to be consistent with the preferred growth scenario, including the programming of transportation projects in the regional transportation improvement program ~~and the federal transportation improvement program, the preparation of project study reports for projects not included in the state transportation improvement program,~~ and the implementation of ~~urban infill~~ opportunity zones, among other things.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would require the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, circulation, housing, and open-space elements of the general plan are consistent with the preferred growth scenario most recently adopted by the metropolitan planning organization, pursuant to the requirements specified in the

bill, if the project is a residential project or a residential or mixed use project, ~~an infill a project on an infill site~~, and located within an urbanized area.

~~The bill would authorize a city or county that is in a jurisdiction that has amended its general plan, as provided above, if the plan meets certain requirements and the plan is adopted using a specified planning process.~~

The bill would provide that no additional review is required pursuant to CEQA for a project if the legislative body of a local jurisdiction that has amended its general plan, as provided above, finds, after conducting a public hearing, that the project meets certain criteria and is declared to be a sustainable communities project.

The bill would also authorize the legislative body of such a local jurisdiction within an urbanized area to adopt traffic mitigation policies for future residential projects. The bill would exempt a residential project seeking a land use approval from compliance with additional mitigation measures for traffic impacts, if the local jurisdiction that has adopted that traffic mitigation policies.

~~(3) The Housing and Emergency Shelter Trust Fund Act of 2006, approved by the voters as Proposition 1C in the November 2006 general election, authorizes the issuance of \$2.85 billion in general obligation bonds for various existing housing programs, capital outlay related to infill development, and other purposes. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, approved by the voters as Proposition 84 in the November 2006 general election, authorizes the issuance of \$5.388 billion in general obligation bonds for various public resources projects, including \$90,000,000 for planning grants and planning incentives for the development of regional and local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, protect natural resources and agricultural lands, and revitalize urban and community centers.~~

~~This bill would provide that up to \$20 million available from these bonds for smart growth planning and incentives shall be made available, upon appropriation by the Legislature, as grants to transportation planning agencies for transportation planning model improvements, for allocation by the California Transportation Commission in consultation with the Department of Transportation.~~

~~(4)~~

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) The transportation sector contributes over 40 percent of the
4 greenhouse gas emissions in the State of California; vehicles alone
5 contribute 35 percent. The transportation sector is the single largest
6 contributor of greenhouse gases of any sector.

7 (b) In 2006, the Legislature passed and the Governor signed
8 Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter
9 AB 32), which requires the State of California to reduce its
10 greenhouse gas emissions to 1990 levels no later than 2020. In
11 1990, greenhouse gas emissions from vehicles were approximately
12 73 million metric tons, but by 2006 these emissions had increased
13 to approximately 100 million metric tons.

14 (c) Greenhouse gas emissions from vehicles can be substantially
15 reduced by ~~the AB 32 vehicle standards and by the adoption new~~
16 *vehicle technology and by the increased use of low carbon fuel*
17 ~~standards~~. However, even taking these measures into account, it
18 will be necessary to achieve significant additional greenhouse gas
19 reductions from changed land use patterns and improved
20 transportation. Without significant changes in land use and
21 transportation policy, California will not be able to achieve the
22 goals of AB 32.

23 (d) In addition, vehicles account for 50 percent of air pollution
24 in California and ___ percent of its consumption of petroleum.
25 Changes in land use and transportation policy will provide
26 significant assistance to California's goals to implement the federal
27 and state Clean Air Acts and to reduce its dependence on
28 petroleum.

1 ~~(e) It is essential that transportation planning and environmental~~
2 ~~review processes under the California Environmental Quality Act~~
3 ~~reflect the environmental necessity to change land use and~~
4 ~~transportation policies to encourage reductions in greenhouse gas~~
5 ~~emissions, air pollution, and petroleum consumption.~~

6 ~~(f) The recently enacted federal Safe, Accountable, Flexible,~~
7 ~~Efficient Transportation Equity Act: A Legacy for Users~~
8 ~~(SAFETEA-LU) requires the evaluation of the economic~~
9 ~~development impacts of transportation plans by the Department~~
10 ~~of Transportation and regional transportation planning agencies.~~

11 ~~(g) Current planning models and analytical techniques used for~~
12 ~~making transportation infrastructure decisions and for air quality~~
13 ~~planning should be enhanced to better assess the effects of policy~~
14 ~~choices, such as encouraging more compact residential~~
15 ~~development patterns, expanding transit service and accessibility,~~
16 ~~creating more walkable communities with housing, retail, and~~
17 ~~commercial development, and implementing economic incentives~~
18 ~~and disincentives such as tolls, transit pricing, and parking charges.~~

19 ~~(e) Current planning models and analytical techniques used for~~
20 ~~making transportation infrastructure decisions and for air quality~~
21 ~~planning should be able to assess the effects of policy choices,~~
22 ~~such as residential development patterns, expanded transit service~~
23 ~~and accessibility, the walkability of communities, and the use of~~
24 ~~economic incentives and disincentives such as tolls, transit pricing,~~
25 ~~and parking charges.~~

26 SEC. 2. Section 14522.1 is added to the Government Code, to
27 read:

28 14522.1. (a) The commission, *in consultation with the State*
29 *Air Resources Board*, shall adopt guidelines for the ~~disbursement~~
30 ~~of state transportation funding related to the travel use of travel~~
31 demand models used in the development of regional transportation
32 plans by regional transportation planning agencies designated
33 pursuant to Section 29532. The preparation of the guidelines shall
34 include the formation of an advisory committee that shall include
35 representatives of the regional transportation planning agencies,
36 the department, organizations knowledgeable in the creation and
37 use of travel demand models, and organizations concerned with
38 the impacts of transportation investments on communities and the
39 environment. The commission shall hold two workshops on the
40 guidelines, one in northern california and one in Southern

1 California. The workshops shall be incorporated into regular
2 commission meetings.

3 (b) The department shall assist the commission in the preparation
4 of the guidelines, if requested to do so by the commission.

5 (c) *The guidelines shall, at a minimum and to the extent*
6 *practicable, require that the models do all of the following:*

7 (1) *Account for the relationship between land use density and*
8 *household vehicle ownership and vehicle miles traveled in a way*
9 *that is consistent with statistical research.*

10 (2) *Account for the impact of enhanced transit service levels on*
11 *household vehicle ownership and vehicle miles traveled.*

12 (3) *Account for induced travel and induced land development*
13 *resulting from highway or passenger rail expansion.*

14 (4) *Include mode split models that allocate trips between*
15 *automobile, transit, carpool, and bicycle and pedestrian trips. If*
16 *a travel demand model is unable to forecast bicycle and pedestrian*
17 *trips, another means may be used to estimate those trips.*

18 (e)

19 (d) The guidelines shall be adopted on or before April 1, 2008.

20 SEC. 3. Section 14522.2 is added to the Government Code, to
21 read:

22 14522.2. (a) The guidelines adopted pursuant to Section
23 14522.1 shall apply to a regional transportation planning agency
24 for a region with a population of 800,000 or more as of the most
25 recent decennial census. In the Counties of Imperial, Los Angeles,
26 Orange, Riverside, San Bernardino, and Ventura, that agency shall
27 be the agency described in Section 130004 of the Public Utilities
28 Code.

29 (b) A regional transportation planning agency for a region with
30 a population of less than 800,000 as of the most recent decennial
31 census may, at its discretion, follow the guidelines.

32 (c) *A regional transportation planning agency shall disseminate*
33 *the methodology, results, and key assumptions of whichever travel*
34 *demand model it uses in a way that would be useable and*
35 *understandable to the public.*

36 ~~SEC. 4. Section 14522.3 is added to the Government Code, to~~
37 ~~read:~~

38 ~~14522.3. The commission guidelines shall require, at a~~
39 ~~minimum, that the travel demand models described in Section~~

1 ~~14522.1 shall be capable, to the extent practicable, of evaluating~~
2 ~~at least the following policy choices:~~

3 ~~(a) Account for travel demands during at least four time intervals~~
4 ~~during the day.~~

5 ~~(b) Account for induced travel and induced land development~~
6 ~~resulting from highway or passenger rail expansion.~~

7 ~~(c) Include mode split models that allocate trips between~~
8 ~~automobile, transit, carpool, and bicycle and pedestrian trips. If a~~
9 ~~travel demand model is unable to forecast bicycle and pedestrian~~
10 ~~trips, another means may be used to estimate those trips.~~

11 ~~(d) Residential land use densification.~~

12 ~~(e) Proximity of residential areas to centers of employment.~~

13 ~~(f) Account for the relationship between land use density and~~
14 ~~household motor vehicle ownership and vehicle miles traveled in~~
15 ~~a way that is consistent with statistical research.~~

16 ~~(g) Account for the impact of enhanced transit service levels~~
17 ~~on reducing overall vehicular travel and car ownership.~~

18 ~~(h) Mixed land uses.~~

19 ~~(i) Parking charges and parking cashout.~~

20 ~~(j) Peak period freeway tolls.~~

21 ~~(k) Twenty-four hour freeway tolls.~~

22 ~~(l) A freight travel model and a commodity flows travel model~~
23 ~~may be included in the travel models, if those models are~~
24 ~~appropriate to the region.~~

25 ~~SEC. 5. Section 14522.4 is added to the Government Code, to~~
26 ~~read:~~

27 ~~14522.4. A regional transportation planning agency described~~
28 ~~in subdivision (a) of Section 14522.2 shall demonstrate in its~~
29 ~~regional transportation plan the extent to which its regional travel~~
30 ~~demand models assist other public agencies to evaluate large~~
31 ~~private and public land development projects, including accounting~~
32 ~~for the impacts of density and mixed land uses on travel.~~

33 ~~SEC. 6.~~

34 ~~SEC. 4. Section 14522.5 is added to the Government Code, to~~
35 ~~read:~~

36 ~~14522.5. A regional transportation planning agency described~~
37 ~~in subdivision (a) of Section 14522.2 shall report to the commission~~
38 ~~on how the regional travel demand model supports corridor~~
39 ~~planning and small area planning, at the time the regional~~

1 transportation plan is submitted to the commission and department
2 pursuant to Section 65080.

3 ~~SEC. 7.~~

4 ~~SEC. 5.~~ Section 65070 of the Government Code is amended
5 to read:

6 65070. (a) The Legislature finds and declares, consistent with
7 Section 65088, that it is in the interest of the State of California to
8 have an integrated state and regional transportation planning
9 process. It further finds that federal law mandates the development
10 of a state and regional long-range transportation plan as a
11 prerequisite for receipt of federal transportation funds. It is the
12 intent of the Legislature that the preparation of these plans shall
13 be a cooperative process involving local and regional government,
14 members of the public, transit operators, congestion management
15 agencies, and the goods movement industry and that the process
16 be a continuation of activities performed by each entity and be
17 performed without any additional cost.

18 (b) The Legislature further finds and declares that the last
19 attempt to prepare a California Transportation Plan occurred
20 between 1973 and 1977 and resulted in the expenditure of over
21 eighty million dollars (\$80,000,000) in public funds and did not
22 produce a usable document. As a consequence of that, the
23 Legislature delegated responsibility for long-range transportation
24 planning to the regional planning agencies and adopted a
25 seven-year programming cycle instead of a longer range planning
26 process for the state.

27 (c) The Legislature further finds and declares that the
28 Transportation Blueprint for the Twenty-First Century (Chapters
29 105 and 106 of the Statutes of 1989) is a long-range state
30 transportation plan that includes a financial plan and a continuing
31 planning process through the preparation of congestion
32 management plans and regional transportation plans, and identifies
33 major interregional road networks and passenger rail corridors for
34 the state.

35 ~~SEC. 8.~~ Section 65072 of the Government Code is amended
36 to read:

37 ~~65072.~~ The California Transportation Plan shall include all of
38 the following:

39 (a) ~~A policy element that describes the state's transportation~~
40 ~~policies and system performance objectives. These policies and~~

1 objectives shall be consistent with legislative intent described in
2 Sections 14000, 14000.5, and 65088. For the plan to be submitted
3 in December 1993, the policy element shall address any
4 opportunities for changes or additions to state legislative policy
5 direction or statute.

6 (b) ~~A strategies element that shall incorporate the broad system~~
7 ~~concepts and strategies synthesized from the adopted regional~~
8 ~~transportation plans prepared pursuant to Section 65080 and that~~
9 ~~is consistent with the preferred growth scenarios in those plans.~~
10 ~~The California Transportation Plan shall not be project specific.~~

11 (c) ~~A recommendations element that includes economic forecasts~~
12 ~~and recommendations to the Legislature and the Governor to~~
13 ~~achieve the plan's broad system concepts, strategies, and~~
14 ~~performance objectives.~~

15 ~~SEC. 9.~~

16 *SEC. 6.* Section 65074 of the Government Code is amended
17 to read:

18 65074. The Department of Transportation shall prepare, in
19 cooperation with the metropolitan planning agencies, a federal
20 transportation improvement program in accordance with subsection
21 (f) of Section 135 of Title 23 of the United States Code. The federal
22 transportation improvement program shall be submitted by the
23 department to the United States Secretary of Transportation, by
24 October 1 of each even-numbered year. The projects and
25 improvements identified in that plan shall be consistent with the
26 ~~preferred growth scenarios~~ *regional transportation plans* adopted
27 by the metropolitan planning organizations pursuant to Section
28 65080.

29 ~~SEC. 10.~~

30 *SEC. 7.* Section 65080 of the Government Code is amended
31 to read:

32 65080. (a) Each transportation planning agency designated
33 under Section 29532 or 29532.1 shall prepare and adopt a regional
34 transportation plan directed at achieving a coordinated and balanced
35 regional transportation system, including, but not limited to, mass
36 transportation, highway, railroad, maritime, bicycle, pedestrian,
37 goods movement, and aviation facilities and services. The plan
38 shall be action-oriented and pragmatic, considering both the
39 short-term and long-term future, and shall present clear, concise
40 policy guidance to local and state officials. The regional

1 transportation plan shall consider factors specified in Section 134
2 of Title 23 of the United States Code. Each transportation planning
3 agency shall consider and incorporate, as appropriate, the
4 transportation plans of cities, counties, districts, private
5 organizations, and state and federal agencies.

6 (b) The regional transportation plan shall include all of the
7 following:

8 (1) A policy element that describes the transportation issues in
9 the region, identifies and quantifies regional needs, and describes
10 the desired short-range and long-range transportation goals, and
11 pragmatic objective and policy statements. The objective and policy
12 statements shall be consistent with the funding estimates of the
13 financial element. The policy element of transportation planning
14 agencies with populations that exceed 200,000 persons may
15 quantify a set of indicators including, but not limited to, all of the
16 following:

17 (A) Measures of mobility and traffic congestion, including, but
18 not limited to, vehicle hours of delay per capita and vehicle miles
19 traveled per capita.

20 (B) Measures of road and bridge maintenance and rehabilitation
21 needs, including, but not limited to, roadway pavement and bridge
22 conditions.

23 (C) Measures of means of travel, including, but not limited to,
24 percentage share of all trips (work and nonwork) made by all of
25 the following:

26 (i) Single occupant vehicle.

27 (ii) Multiple occupant vehicle or carpool.

28 (iii) Public transit including commuter rail and intercity rail.

29 (iv) Walking.

30 (v) Bicycling.

31 (D) Measures of safety and security, including, but not limited
32 to, total injuries and fatalities assigned to each of the modes set
33 forth in subparagraph (C).

34 (E) Measures of equity and accessibility, including, but not
35 limited to, percentage of the population served by frequent and
36 reliable public transit, with a breakdown by income bracket, and
37 percentage of all jobs accessible by frequent and reliable public
38 transit service, with a breakdown by income bracket.

1 (F) The requirements of this section may be met utilizing
2 existing sources of information. No additional traffic counts,
3 household surveys, or other sources of data shall be required.

4 (2) (A) A preferred growth scenario that (i) identifies areas
5 within the region sufficient to house all the population of the region
6 including all economic segments of the population over the course
7 of the planning period taking into account net migration into the
8 region, population growth, household formation and employment
9 growth; (ii) identifies significant resource land and significant
10 farmland and ~~excludes these lands from the preferred growth~~
11 ~~scenario to the greatest extent feasible; and (iii) complies from~~
12 ~~development areas in the preferred growth scenario all publicly~~
13 ~~owned parks, open space, and easement lands; open-space or~~
14 ~~habitat areas protected by natural community conservation plans,~~
15 ~~habitat conservation plans, or other adopted natural resource~~
16 ~~protection plans; and, to the greatest extent feasible, other~~
17 ~~significant resource lands and significant farmlands; and (iii) will~~
18 ~~allow the plan to comply with section~~ Section 176 of the federal
19 Clean Air Act (42 U.S.C. Sec. 7506).

20 ~~(A) For transportation planning agencies with populations that~~
21 ~~exceed 200,000 persons, the preferred growth scenario shall~~
22 ~~identify locations for new housing, employment centers, and~~
23 ~~commercial centers that, together with additional identified transit~~
24 ~~projects, will achieve a 10 percent reduction of vehicle miles~~
25 ~~traveled per household in the region by 2020 and a ___ percent~~
26 ~~reduction by 2050.~~

27 ~~(B) For other transportation agencies, the preferred growth~~
28 ~~scenario shall identify locations for new housing, employment~~
29 ~~centers, and commercial centers that, together with additional~~
30 ~~identified transit projects, will prevent any increase in vehicle~~
31 ~~miles traveled over the life of the regional transportation plan and~~
32 ~~will reduce vehicle miles traveled per household to the greatest~~
33 ~~extent practicable.~~

34 (B) No later than ____, the State Air Resources Board shall
35 provide each region with greenhouse gas emission targets for 2020
36 and 2050, respectively, in order to implement Chapter 488 of the
37 Statutes of 2006. In making these determinations, the board shall
38 consider greenhouse gas reductions that will be achieved by
39 improved vehicle emission standards, changes in fuel consumption,
40 and other measures it has approved that will reduce greenhouse

1 gas emissions in the regions. Consistent with data provided by the
2 board, a preferred growth scenario shall inventory the region's
3 emission of greenhouse gases and establish measures to reduce
4 these emissions by an amount consistent with targets developed
5 by the board.

6 (C) A preferred growth scenario shall be consistent with the
7 state planning priorities specified pursuant to Section 65041.1.

8 ~~(C)~~

9 (D) A preferred growth scenario does not regulate the use of
10 land, nor shall it be subject to any state review or approval. Nothing
11 in a preferred growth scenario shall be interpreted as superseding
12 or interfering with the exercise of the land use authority of cities
13 and counties within the region.

14 (3) An action element that describes the programs and actions
15 necessary to implement the plan and assigns implementation
16 responsibilities. The action element may describe all projects
17 proposed for development during the 20-year life of the plan.
18 *Proposed projects shall be consistent with the preferred growth*
19 *scenario.*

20 The action element shall consider congestion management
21 programming activities carried out within the region.

22 (4) (A) A financial element that summarizes the cost of plan
23 implementation constrained by a realistic projection of available
24 revenues. The financial element shall also contain
25 recommendations for allocation of funds. A county transportation
26 commission created pursuant to Section 130000 of the Public
27 Utilities Code shall be responsible for recommending projects to
28 be funded with regional improvement funds, if the project is
29 consistent with the regional transportation plan. The first five years
30 of the financial element shall be based on the five-year estimate
31 of funds developed pursuant to Section 14524. The financial
32 element may recommend the development of specified new sources
33 of revenue, consistent with the policy element and action element.

34 (B) The financial element of transportation planning agencies
35 with populations that exceed 200,000 persons may include a project
36 cost breakdown for all projects proposed for development during
37 the 20-year life of the plan that includes total expenditures and
38 related percentages of total expenditures for all of the following:

39 (i) State highway expansion.

40 (ii) State highway rehabilitation, maintenance, and operations.

- 1 (iii) Local road and street expansion.
- 2 (iv) Local road and street rehabilitation, maintenance, and
- 3 operation.
- 4 (v) Mass transit, commuter rail, and intercity rail expansion.
- 5 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,
- 6 maintenance, and operations.
- 7 (vii) Pedestrian and bicycle facilities.
- 8 (viii) Environmental enhancements and mitigation.
- 9 (ix) Research and planning.
- 10 (x) Other categories.

11 (c) Each transportation planning agency may also include other
 12 factors of local significance as an element of the regional
 13 transportation plan, including, but not limited to, issues of mobility
 14 for specific sectors of the community, including, but not limited
 15 to, senior citizens.

16 (d) Except as otherwise provided in this subdivision, each
 17 transportation planning agency shall adopt and submit, every four
 18 years, an updated regional transportation plan to the California
 19 Transportation Commission and the Department of Transportation.
 20 A transportation planning agency located in a federally designated
 21 air quality attainment area or that does not contain an urbanized
 22 area may at its option adopt and submit a regional transportation
 23 plan every five years. When applicable, the plan shall be consistent
 24 with federal planning and programming requirements and shall
 25 conform to the regional transportation plan guidelines adopted by
 26 the California Transportation Commission. Prior to adoption of
 27 the regional transportation plan, a public hearing shall be held after
 28 the giving of notice of the hearing by publication in the affected
 29 county or counties pursuant to Section 6061.

30 ~~SEC. 11.~~

31 *SEC. 8.* Section 65080.5 of the Government Code is amended
 32 to read:

33 65080.5. (a) For each area for which a transportation planning
 34 agency is designated under subdivision (c) of Section 29532, or
 35 adopts a resolution pursuant to subdivision (c) of Section 65080,
 36 the Department of Transportation, in cooperation with the
 37 transportation planning agency, and subject to subdivision (e),
 38 shall prepare the regional transportation plan, consistent with the
 39 ~~preferred growth scenario~~ *requirements of Section 65080*, and the
 40 updating thereto, for that area and submit it to the governing body

1 or designated policy committee of the transportation planning
2 agency for adoption. Prior to adoption, a public hearing shall be
3 held, after the giving of notice of the hearing by publication in the
4 affected county or counties pursuant to Section 6061. Prior to the
5 adoption of the regional transportation improvement program by
6 the transportation planning agency if it prepared the program, the
7 transportation planning agency shall consider the relationship
8 between the program and the adopted plan. The adopted plan and
9 program, and the updating thereto, shall be submitted to the
10 California Transportation Commission and the department pursuant
11 to subdivision (b) of Section 65080.

12 (b) In the case of a transportation planning agency designated
13 under subdivision (c) of Section 29532, the transportation planning
14 agency may prepare the regional transportation plan for the area
15 under its jurisdiction pursuant to this chapter, if the transportation
16 planning agency, prior to July 1, 1978, adopts by resolution a
17 declaration of intention to do so.

18 (c) In those areas that have a county transportation commission
19 created pursuant to Section 130050 of the Public Utilities Code,
20 the multicounty designated transportation planning agency, as
21 defined in Section 130004 of that code, shall prepare the regional
22 transportation plan and the regional transportation improvement
23 program in consultation with the county transportation
24 commissions.

25 (d) Any transportation planning agency which did not elect to
26 prepare the initial regional transportation plan for the area under
27 its jurisdiction, may prepare the updated plan if it adopts a
28 resolution of intention to do so at least one year prior to the date
29 when the updated plan is to be submitted to the California
30 Transportation Commission.

31 (e) If the department prepares or updates a regional
32 transportation improvement program or regional transportation
33 plan, or both, pursuant to this section, the state-local share of
34 funding the preparation or updating of the plan and program shall
35 be calculated on the same basis as though the preparation or
36 updating were to be performed by the transportation planning
37 agency and funded under Sections 99311, 99313, and 99314 of
38 the Public Utilities Code.

~~SEC. 12.~~

SEC. 9. Section 65081.3 of the Government Code is amended to read:

65081.3. (a) As a part of its adoption of the regional transportation plan, the designated county transportation commission, regional transportation planning agency, or the Metropolitan Transportation Commission may designate special corridors, ~~consistent with the preferred growth scenario prepared pursuant to Section 65080~~, which may include, but are not limited to, adopted state highway routes, which, in consultation with the Department of Transportation, cities, counties, and transit operators directly impacted by the corridor, are determined to be of statewide or regional priority for long-term right-of-way preservation.

(b) Prior to designating a corridor for priority acquisition, the regional transportation planning agency shall do all of the following:

(1) Establish geographic boundaries for the proposed corridor.

(2) Complete a traffic survey, including a preliminary recommendation for transportation modal split, which generally describes the traffic and air quality impacts of the proposed corridor.

(3) Consider the widest feasible range of possible transportation facilities that could be located in the corridor and the major environmental impacts they may cause to assist in making the corridor more environmentally sensitive and, in the long term, a more viable site for needed transportation improvements.

(c) A designated corridor of statewide or regional priority shall be specifically considered in the certified environmental impact report completed for the adopted regional transportation plan required by the California Environmental Quality Act, which shall include a review of the environmental impacts of the possible transportation facilities which may be located in the corridor. The environmental impact report shall comply with the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code and shall include a survey within the corridor boundaries to determine if there exist any of the following:

(1) Rare or endangered plant or animal species.

(2) Historical or cultural sites of major significance.

(3) Wetlands, vernal pools, or other naturally occurring features.

(d) The regional transportation planning agency shall designate a corridor for priority acquisition only if, after a public hearing, it finds that the range of potential transportation facilities to be located in the corridor can be constructed in a manner which will avoid or mitigate significant environmental impacts or values identified in subdivision (c), consistent with the California Environmental Quality Act and the state and federal Endangered Species Acts.

(e) Notwithstanding any other provision of this section, a corridor of statewide or regional priority may be designated as part of the regional transportation plan only if it is consistent with ~~a~~ *the preferred growth scenario of the regional transportation plan* and it has previously been specifically defined in the plan required pursuant to Section 134 and is consistent with the plan required pursuant to Section 135 of Title 23 of the United States Code.

~~SEC. 13.~~

SEC. 10. Section 65082 of the Government Code is amended to read:

65082. (a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. ~~Projects and improvements to be funded shall be consistent with the preferred growth scenario developed pursuant to Section 65080. On and after January 1, 2009, projects and improvements to be funded shall be consistent with regional transportation plans, including the preferred growth scenarios, developed pursuant to Section 65080.~~

(2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall

1 be incorporated into the regional transportation improvement
2 program submitted to the commission by December 15 of each
3 odd-numbered year.

4 (c) Local projects not included in a congestion management
5 program shall not be included in the regional transportation
6 improvement program. Projects and programs adopted pursuant
7 to subdivision (a) shall be consistent with the capital improvement
8 program adopted pursuant to paragraph (5) of subdivision (b) of
9 Section 65089, and the guidelines adopted pursuant to Section
10 14530.1.

11 (d) Other projects may be included in the regional transportation
12 improvement program if listed separately.

13 (e) Unless a county not containing urbanized areas of over
14 50,000 population notifies the Department of Transportation by
15 July 1 that it intends to prepare a regional transportation
16 improvement program for that county, the department shall, in
17 consultation with the affected local agencies, prepare the program
18 for all counties for which it prepares a regional transportation plan.

19 (f) The requirements for incorporating a congestion management
20 program into a regional transportation improvement program
21 specified in this section do not apply in those counties that do not
22 prepare a congestion management program in accordance with
23 Section 65088.3.

24 (g) The regional transportation improvement program may
25 include a reserve of county shares for providing funds in order to
26 match federal funds.

27 ~~SEC. 14. Section 65086.5 of the Government Code is amended~~
28 ~~to read:~~

29 ~~65086.5. (a) To the extent that the work does not jeopardize~~
30 ~~the delivery of the projects in the adopted state transportation~~
31 ~~improvement program, the Department of Transportation may~~
32 ~~prepare a project studies report for capacity-increasing state~~
33 ~~highway projects that are not included in the state transportation~~
34 ~~improvement program and that are consistent with an adopted~~
35 ~~preferred growth scenario. Preparation of the project studies report~~
36 ~~shall be limited by the resources available to the department for~~
37 ~~that work, supplemented, as appropriate, by regional or local~~
38 ~~resources. The project studies report shall include the~~
39 ~~project-related factors of limits, description, scope, costs, and the~~
40 ~~amount of time needed for initiating construction.~~

1 (b) Whenever project studies reports are performed by an entity
2 other than the Department of Transportation, the department shall
3 review and approve the report.

4 (c) ~~The Department of Transportation may be requested to~~
5 ~~prepare a project studies report for a capacity-increasing state~~
6 ~~highway project which is being proposed for inclusion in a future~~
7 ~~state transportation improvement program. The department shall~~
8 ~~have 30 days to determine whether it can complete the requested~~
9 ~~report in a timely fashion. If the department determines that it~~
10 ~~cannot complete the report in a timely fashion, the requesting entity~~
11 ~~may prepare the report. Upon submission of a project studies report~~
12 ~~to the department by the entity, the department shall complete its~~
13 ~~review and provide its comments to that entity within 60 days from~~
14 ~~the date of submission. The department shall complete its review~~
15 ~~and final determination of a report which has been revised to~~
16 ~~address the department's comments within 30 days following~~
17 ~~submission of the revised report.~~

18 (d) ~~The Department of Transportation, in consultation with~~
19 ~~representatives of cities, counties, and regional transportation~~
20 ~~planning agencies, shall prepare draft guidelines for the preparation~~
21 ~~of project studies reports by all entities, including a requirement~~
22 ~~that all projects studied shall be consistent with an adopted~~
23 ~~preferred growth scenario. The guidelines shall address the~~
24 ~~development of reliable cost estimates. The department shall submit~~
25 ~~the draft guidelines to the California Transportation Commission~~
26 ~~not later than July 1, 1991. The commission shall adopt the final~~
27 ~~guidelines not later than October 1, 1991. Guidelines adopted by~~
28 ~~the commission shall apply only to project studies reports~~
29 ~~commenced after October 1, 1991.~~

30 ~~SEC. 15.~~

31 *SEC. 11.* Section 65086.6 is added to the Government Code,
32 to read:

33 65086.6. The following definitions apply to terms used in this
34 chapter:

35 (a) "Significant resource lands" include (1) all publicly owned
36 parks, open space, and easement lands; (2) open space or habitat
37 areas protected by natural community conservation plans, habitat
38 conservation plans, or other adopted natural resource protection
39 plans; (3) areas designated for open space uses in adopted open
40 space elements of the local general plan or by local ordinance; (4)

habitat for protected species; and (5) floodplains, wetlands, riparian corridors, vernal ponds, and corridors and open areas needed to conserve the most regularly occurring keystone or indicator species.

(b) "Significant farmland" means farmland that is classified as prime or unique farmland, or farmland of statewide importance and is outside all existing spheres of influence as of January 1, 2007.

~~(c) "Vehicle miles traveled" includes all automobile and light truck vehicle miles traveled within a region except those vehicle miles traveled for business-to-business deliveries of goods and vehicle miles traveled for trips that do not originate or end within the region.~~

~~SEC. 16.~~

SEC. 12. Section 65088.1 of the Government Code is amended to read:

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood

1 parking problems, with a provision that employees not complying
2 with the guidelines will no longer be eligible for the parking
3 cash-out program.

4 (g) "Infill opportunity zone" means a specific area designated
5 by a city or county, pursuant to subdivision (c) of Section 65088.4,
6 zoned for new compact residential or mixed use development
7 within one-third mile of a site with an existing or future rail transit
8 station, a ferry terminal served by either a bus or rail transit service,
9 an intersection of at least two major bus routes, or within 300 feet
10 of a bus rapid transit corridor, in counties with a population over
11 400,000. An infill opportunity zone shall be consistent with the
12 preferred growth scenario in the adopted regional transportation
13 plan. The mixed use development zoning shall consist of three or
14 more land uses that facilitate significant human interaction in close
15 proximity, with residential use as the primary land use supported
16 by other land uses such as office, hotel, health care, hospital,
17 entertainment, restaurant, retail, and service uses. The transit
18 service shall have maximum scheduled headways of 15 minutes
19 for at least 5 hours per day. A qualifying future rail station shall
20 have broken ground on construction of the station and programmed
21 operational funds to provide maximum scheduled headways of 15
22 minutes for at least 5 hours per day.

23 (h) "Interregional travel" means any trips that originate outside
24 the boundary of the agency. A "trip" means a one-direction vehicle
25 movement. The origin of any trip is the starting point of that trip.
26 A round trip consists of two individual trips.

27 (i) "Level of service standard" is a threshold that defines a
28 deficiency on the congestion management program highway and
29 roadway system which requires the preparation of a deficiency
30 plan. It is the intent of the Legislature that the agency shall use all
31 elements of the program to implement strategies and actions that
32 avoid the creation of deficiencies and to improve multimodal
33 mobility.

34 (j) "Multimodal" means the utilization of all available modes
35 of travel that enhance the movement of people and goods,
36 including, but not limited to, highway, transit, nonmotorized, and
37 demand management strategies including, but not limited to,
38 telecommuting. The availability and practicality of specific
39 multimodal systems, projects, and strategies may vary by county

1 and region in accordance with the size and complexity of different
2 urbanized areas.

3 (k) "Performance measure" is an analytical planning tool that
4 is used to quantitatively evaluate transportation improvements and
5 to assist in determining effective implementation actions,
6 considering all modes and strategies. Use of a performance measure
7 as part of the program does not trigger the requirement for the
8 preparation of deficiency plans.

9 (l) "Urbanized area" has the same meaning as is defined in the
10 1990 federal census for urbanized areas of more than 50,000
11 population.

12 (m) "Bus rapid transit corridor" means a bus service that
13 includes at least four of the following attributes:

- 14 (1) Coordination with land use planning.
- 15 (2) Exclusive right-of-way.
- 16 (3) Improved passenger boarding facilities.
- 17 (4) Limited stops.
- 18 (5) Passenger boarding at the same height as the bus.
- 19 (6) Prepaid fares.
- 20 (7) Real-time passenger information.
- 21 (8) Traffic priority at intersections.
- 22 (9) Signal priority.
- 23 (10) Unique vehicles.

24 ~~SEC. 17.~~

25 *SEC. 13.* Section 65088.4 of the Government Code is amended
26 to read:

27 65088.4. (a) It is the intent of the Legislature to balance the
28 need for level of service standards for traffic with the need to build
29 infill housing and mixed use commercial developments within
30 walking distance of mass transit facilities, downtowns, and town
31 centers and to provide greater flexibility to local governments to
32 balance these sometimes competing needs.

33 (b) Notwithstanding any other provision of law, level of service
34 standards described in Section 65089 shall not apply to the streets
35 and highways within an infill opportunity zone. The city or county
36 shall do either of the following:

- 37 (1) Include these streets and highways under an alternative
38 areawide level of service standard or multimodal composite or
39 personal level of service standard that takes into account both of
40 the following:

1 (A) The broader benefits of regional traffic congestion reduction
2 by siting new residential development within walking distance of,
3 and no more than one-third mile from, mass transit stations, shops,
4 and services, in a manner that reduces the need for long vehicle
5 commutes and improves the jobs-housing balance.

6 (B) Increased use of alternative transportation modes, such as
7 mass transit, bicycling, and walking.

8 (2) Approve a list of flexible level of service mitigation options
9 that includes roadway expansion and investments in alternate
10 modes of transportation that may include, but are not limited to,
11 transit infrastructure, pedestrian infrastructure, and ridesharing,
12 vanpool, or shuttle programs.

13 (c) The city or county may designate an infill opportunity zone
14 by adopting a resolution after determining that the infill opportunity
15 zone is consistent with the general plan, any applicable specific
16 plan, and any preferred growth scenario adopted pursuant to
17 Section 65080. A city or county may not designate an infill
18 opportunity zone after December 31, 2009.

19 (d) The city or county in which the infill opportunity zone is
20 located shall ensure that a development project shall be completed
21 within the infill opportunity zone not more than four years after
22 the date on which the city or county adopted its resolution pursuant
23 to subdivision (c). If no development project is completed within
24 an infill opportunity zone by the time limit imposed by this
25 subdivision, the infill opportunity zone shall automatically
26 terminate.

27 ~~SEC. 18. Chapter 2.68 (commencing with Section 65089.60)~~
28 ~~is added to Division 1 of Title 7 of the Government Code, to read:~~

29 ~~CHAPTER 2.68. INTEGRATED TRANSPORTATION AND LAND USE~~
30 ~~PLANNING~~
31

32
33 ~~65089.60. The Department of Transportation, in partnership~~
34 ~~with the agencies described in subdivision (a) of Section 14522.2;~~
35 ~~shall develop standards for disseminating the methodology, results;~~
36 ~~and key assumptions of the travel demand models in a way that~~
37 ~~would be useable and understandable to the public.~~

38 ~~65089.61. The department shall meet at least annually with the~~
39 ~~California Transportation Commission and with the agencies~~
40 ~~described in subdivision (a) of Section 14522.2 to determine~~

1 whether the models have met the requirements of Section 14522.3
2 and whether the models need additional revisions due to new
3 research or new requirements in state or federal law.

4 SEC. 19.

5 SEC. 14. Chapter 4.2 (commencing with Section 21155) is
6 added to Division 13 of the Public Resources Code, to read:

7
8 CHAPTER 4.2. IMPLEMENTATION OF THE PREFERRED GROWTH
9 SCENARIO

10
11 ~~21155. For purposes of this chapter, the following definitions~~
12 ~~shall apply:~~

13 (a) ~~“Central business district” means the historic center of~~
14 ~~commerce and government for a community, characterized by a~~
15 ~~compact, cohesive core of previously developed commercial and~~
16 ~~mixed-use buildings, often interspersed with civic, religious, and~~
17 ~~residential buildings and public spaces, typically along a main~~
18 ~~street and intersecting side streets and served by public~~
19 ~~infrastructure. At least two-thirds of the structures in a central~~
20 ~~business district shall be commercial or commercially zoned~~
21 ~~buildings and have a pedestrian scale and orientation including~~
22 ~~those elements as ground floor storefronts and reduced front~~
23 ~~setbacks.~~

24 (b) ~~“Major arterial corridor” means a surface street of at least~~
25 ~~four lanes that is within a city, with predominantly developed~~
26 ~~commercial uses along it, and that serves as a collector for local~~
27 ~~traffic and as an access to regional or subregional highways and~~
28 ~~freeways. A major arterial corridor includes both the street, and~~
29 ~~the land uses adjacent to and in the immediate vicinity of the street.~~

30 (c) ~~“Neighborhood” means a predominantly developed area~~
31 ~~within a city identified by a commonly used name, possessing~~
32 ~~commonly acknowledged geographic boundaries and sharing~~
33 ~~common political, commercial, social, cultural, religious, or~~
34 ~~educational institutions and having not more than approximately~~
35 ~~a one-half mile radius.~~

36 (d) ~~“Transit village planning area” means a previously developed~~
37 ~~area in compliance with Sections 65460.2 and 65460.4 of the~~
38 ~~Government Code.~~

1 ~~21155.1.~~

2 21155. (a) This chapter applies only within a local jurisdiction
3 that has amended its general plan so that the land use, circulation,
4 housing and open space elements of the general plan are consistent
5 with the preferred growth scenario most recently adopted by the
6 metropolitan planning organization pursuant to Section 65080 of
7 the Government Code for the region in which the local government
8 is located.

9 (b) For purposes of this section, the land use, circulation,
10 housing and open space elements of the general plan are consistent
11 with the preferred growth scenario only if all of the following
12 requirements are met:

13 (1) The land use and housing elements designate housing, retail,
14 commercial, office, and industrial uses at levels of density and
15 intensity sufficient to accomplish the goals of the preferred growth
16 scenario for those locations.

17 (2) The uses for lands identified in the preferred growth scenario
18 as significant farmlands are limited to agricultural uses, including
19 processing, packing, worker housing, and other ancillary
20 agricultural uses.

21 (3) The uses for lands that are identified in the preferred growth
22 scenario as significant resource lands are consistent with protection
23 of the resource values of those lands.

24 (4) A local jurisdiction that meets the requirements of this
25 section is an eligible local jurisdiction for purposes of this chapter.

26 21155.2. An environmental document prepared pursuant to
27 this division is required to only examine the significant or
28 potentially significant project specific impacts of a project located
29 in an eligible local jurisdiction, if an environmental impact report
30 has been certified on the preferred growth scenario and on the
31 general plan amendments to conform to the preferred growth
32 scenario, and the project meets both of the following requirements:

33 (a) The project is a residential project or a residential or mixed
34 use project consisting of residential uses and primarily
35 neighborhood-serving goods, services, or retail uses that do not
36 exceed 25 percent of the total floor area of the project.

37 (b) The project is ~~an infill project~~ *on an infill site* located within
38 an urbanized area.

1 ~~21155.3 (a) A city or county that is an eligible local jurisdiction~~
2 ~~may adopt a neighborhood plan, if the plan meets all the following~~
3 ~~requirements:~~

4 ~~(1) The planning area is located in a neighborhood, central~~
5 ~~business district, transit village planning area, or major arterial~~
6 ~~corridor.~~

7 ~~(2) The plan provides that the land uses in the plan area are~~
8 ~~predominantly housing.~~

9 ~~(3) The plan specifies the location, height, and approximate~~
10 ~~square footage and footprint of buildings; the building intensity;~~
11 ~~the maximum number of residential units; a range of square feet~~
12 ~~for retail or offices uses; and the areas dedicated for open space~~
13 ~~and recreation.~~

14 ~~(4) The plan contains a parking strategy and may include~~
15 ~~provisions for shared parking facilities.~~

16 ~~(5) The plan provides that pedestrians in the area have~~
17 ~~convenient access to a major transit stop, either existing or as a~~
18 ~~feature of the plan.~~

19 ~~(6) The residential density of the plan area is at least equal to~~
20 ~~the applicable density level provided in subparagraph (B) of~~
21 ~~paragraph (3) of subdivision (c) of Section 65583.2 of the~~
22 ~~Government Code.~~

23 ~~(7) The plan prevents no loss in the number of affordable~~
24 ~~housing units within the plan area.~~

25 ~~(8) The plan contains provisions to mitigate the displacement~~
26 ~~of low-income and very low income persons resulting from~~
27 ~~implementation of the plan.~~

28 ~~(b) A city or county that adopts a neighborhood plan pursuant~~
29 ~~to this section shall adopt the plan using a planning process that~~
30 ~~complies with all of the following:~~

31 ~~(1) The city or county shall provide residents of the plan area~~
32 ~~and the surrounding area with all legally required notices.~~

33 ~~(2) The city or county shall conduct a public outreach program~~
34 ~~that includes, at least, public notices, fact sheets, workshops and~~
35 ~~information meetings within the plan area and written materials~~
36 ~~in languages commonly spoken in the plan area and the surrounding~~
37 ~~area.~~

38 ~~(3) All notices, fact sheets, workshops, and information meetings~~
39 ~~shall inform area residents of the proposed contents of the plan.~~

1 ~~(c) The neighborhood plan may be reviewed pursuant to, and~~
2 ~~projects to develop the neighborhood plan may be subject to;~~
3 ~~Article 2 (commencing with Section 21157) of Chapter 4.5.~~

4 21155.4. If the legislative body of an eligible local jurisdiction
5 finds, after conducting a public hearing, that a project meets all of
6 the requirements of subdivisions (a) and (b) and one of the
7 requirements of subdivision (c), the project is declared to be a
8 sustainable communities' project and no additional review is
9 required pursuant to this division:

10 (a) The project complies with all of the following environmental
11 criteria:

12 (1) The project and other projects approved prior to the approval
13 of the project *but not yet built* can be adequately served by existing
14 utilities, and the project applicant has paid, or has committed to
15 pay, all applicable in-lieu or development fees.

16 (2) (A) The site of the project does not contain wetlands, does
17 not have any significant value as a wildlife habitat, and the project
18 does not harm any species protected by the federal Endangered
19 Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native
20 Plant Protection Act (Chapter 10 (commencing with Section 1900)
21 of Division 2 of the Fish and Game Code), the California
22 Endangered Species Act (Chapter 1.5 (commencing with Section
23 2050) of Division 3 of the Fish and Game Code), and the project
24 does not cause the destruction or removal of any species protected
25 by a local ordinance in effect at the time the application for the
26 project was deemed complete.

27 (B) For the purposes of this paragraph "wetlands" has the same
28 meaning as in Section 328.3 of Title 33 of the Code of Federal
29 Regulations and "wildlife habitat" means the ecological
30 communities upon which wild animals, birds, plants, fish,
31 amphibians, and invertebrates depend for their conservation and
32 protection.

33 (3) The site of the project is not included on any list of facilities
34 and sites compiled pursuant to Section 65962.5 of the Government
35 Code.

36 (4) The site of the project is subject to a preliminary
37 endangerment assessment prepared by a registered environmental
38 assessor to determine the existence of any release of a hazardous
39 substance on the site and to determine the potential for exposure

1 of future occupants to significant health hazards from any nearby
2 property or activity.

3 (A) If a release of a hazardous substance is found to exist on
4 the site, the release shall be removed, or any significant effects of
5 the release shall be mitigated to a level of insignificance in
6 compliance with state and federal requirements.

7 (B) If a potential for exposure to significant hazards from
8 surrounding properties or activities is found to exist, the effects of
9 the potential exposure shall be mitigated to a level of insignificance
10 in compliance with state and federal requirements.

11 (5) The project does not have a significant effect on historical
12 resources pursuant to Section 21084.1.

13 (6) The project site is not subject to any of the following:

14 (A) A wildland fire hazard, as determined by the Department
15 of Forestry and Fire Protection, unless the applicable general plan
16 or zoning ordinance contains provisions to mitigate the risk of a
17 wildland fire hazard.

18 (B) An unusually high risk of fire or explosion from materials
19 stored or used on nearby properties.

20 (C) Risk of a public health exposure at a level that would exceed
21 the standards established by any state or federal agency.

22 (D) Seismic risk as a result of being within a delineated
23 earthquake fault zone, as determined pursuant to Section 2622, or
24 a seismic hazard zone, as determined pursuant to Section 2696,
25 unless the applicable general plan or zoning ordinance contains
26 provisions to mitigate the risk of an earthquake fault or seismic
27 hazard zone.

28 (E) Landslide hazard, flood plain, flood way, or restriction zone,
29 unless the applicable general plan or zoning ordinance contains
30 provisions to mitigate the risk of a landslide or flood.

31 (7) The project site is not located on developed open space.

32 (A) For the purposes of this paragraph “developed open space”
33 means land that meets all of the following criteria:

34 (i) Is publicly owned, or financed in whole or in part by public
35 funds.

36 (ii) Is generally open to, and available for use by, the public.

37 (iii) Is predominantly lacking in structural development other
38 than structures associated with open spaces, including, but not
39 limited to, playgrounds, swimming pools, ballfields, enclosed child
40 play areas, and picnic facilities.

(B) For the purposes of this paragraph “developed open space” includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired by public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the project will comply with all green building standards required by the eligible local jurisdiction.

(b) The project meets all of the following land use criteria:

(1) The project is located on an infill site.

(2) The project is a residential project or a residential or mixed use project consisting of residential uses and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25 percent of the total floor area of the project.

(3) The project is located within an urbanized area.

(4) The site of the project is not more than eight acres in total area.

(5) The project does not contain more than 200 residential units.

(6) The project density is at least equal to the applicable density level provided in subparagraph (B) paragraph (3) of subdivision (c) of Section 65583.2 of the Government Code.

(7) The project does not result in any loss in the number of affordable housing units within the project area.

(8) The project does not include any single level building that exceeds 75,000 square feet.

(9) *The project is consistent with the general plan.*

(c) The project meets one of the criteria specified in paragraphs (1) to (4), inclusive:

(1) The project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs determined pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code. *Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.*

1 (2) The project developer has paid or will pay in-lieu fees
2 pursuant to a local ordinance in an amount sufficient to result in
3 the development of an equivalent number of units that would
4 otherwise be required pursuant to paragraph (1).

5 (3) The project is located within one-quarter mile of a major
6 transit stop.

7 (4) The project provides public open space equal to or greater
8 than five acres per 1,000 residents of the project.

9 21155.5. (a) The legislative body of an eligible local
10 jurisdiction within an urbanized area may adopt traffic mitigation
11 policies that would apply to future residential projects. These
12 policies shall be adopted after a public hearing and may include
13 requirements for the installation of traffic control improvements,
14 street or road improvements, and contributions to road
15 improvement or transit funds, transit passes for future residents,
16 or other measures that are reasonably related to mitigating the
17 traffic impacts of future residential projects.

18 (b) The traffic mitigation policies adopted pursuant to this
19 section shall apply to residential projects of at least 10 units per
20 acre.

21 (c) (1) A residential project seeking a land use approval is not
22 required to comply with any additional mitigation measures
23 required by paragraph (1) or (2) of subdivision (a) of Section
24 21081, for the traffic impacts of that project on intersections,
25 streets, highways, freeways, or mass transit, if the eligible local
26 jurisdiction issuing that land use approval has adopted traffic
27 mitigation policies in accordance with this section.

28 (2) Paragraph (1) does not restrict the authority of a local
29 jurisdiction to adopt feasible mitigation measures with respect to
30 the impacts of a project on pedestrian or bicycle safety.

31 ~~SEC. 20. From the bond funding available in Propositions 84~~
32 ~~or 1C for smart growth planning and incentives, up to \$20 million~~
33 ~~shall be available, upon appropriation, for grants to the agencies~~
34 ~~described in Section 14522.2 of the Government Code for~~
35 ~~transportation planning model improvements to meet the~~
36 ~~requirements of this act that are not otherwise required by prior~~
37 ~~law or regulation. Grants shall be awarded by the California~~
38 ~~Transportation Commission, in consultation with the Department~~
39 ~~of Transportation, and shall include a process to fully account for~~
40 ~~the expenditure of bond funds by the grantee agencies.~~

1 ~~SEC. 21.~~

2 *SEC. 15.* If the Commission on State Mandates determines that
3 this act contains costs mandated by the state, reimbursement to
4 local agencies and school districts for those costs shall be made
5 pursuant to Part 7 (commencing with Section 17500) of Division
6 4 of Title 2 of the Government Code.

O

MEMO

DATE: June 7, 2007

TO: Transportation and Communications Committee (TCC)

FROM: Philip Law, Corridors Program Manager, 213-236-1841, law@scag.ca.gov

SUBJECT: I-710 EIR/EIS Funding Agreement

BACKGROUND:


Pursuant to the I-710 EIR/EIS MOU approved by the Regional Council on September 14, 2006, staff is continuing to work with MTA to develop the Funding Agreement outlining the specific funding terms and mechanisms for this project. At the time of the MOU development, it was envisioned that SCAG would contribute \$3 million to this project over three years, composed of \$1 million in direct support and \$2 million in "in-kind" contributions.

However, based upon recent discussions with MTA regarding the project schedule and SCAG staff availability for "in-kind" work during this RTP cycle, staff will recommend to the Regional Council that SCAG's commitment be \$2 million in direct support and \$1 million in "in-kind" contributions over three years. This approach would be the most efficient use of SCAG resources to contribute towards this effort and avoid any potential costly delays to the EIR/EIS work. Staff anticipates presenting the TCC and the Regional Council with a Funding Agreement for approval on July 12, 2007.

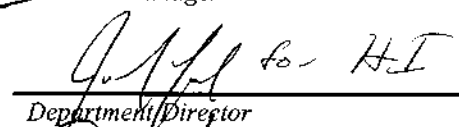
FISCAL IMPACT:

The new funding agreement would increase SCAG's direct cash contribution to the project from \$1 million to \$2 million.

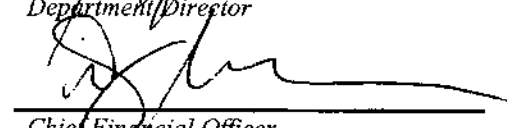
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

REPORT

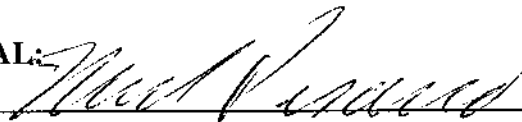
DATE: June 7, 2007

TO: Regional Council
Transportation and Communications Committee

FROM: Naresh Amatya, Program Manager, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Final 2004 RTP Amendment #3 and 2006 RTIP Amendment No.8
(Resolution No. 07-488-1)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION TO TCC:

Approve Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTIP to the Regional Council.

RECOMMENDED ACTION TO RC:

Adopt Resolution No. 07-488-1 approving Final Amendment No. 3 to the 2004 RTP, Final Amendment No. 8 to the 2006 RTIP and corresponding PEIR Addendum and Conformity Determination

BACKGROUND:

On May 3, 2007, the Executive Committee approved releasing the Draft Amendment No. 3 to the 2004 RTP for a 30-day public review and comments. Associated Draft Amendment No. 8 to the 2006 RTIP has also been available for a 30-day public review and comments during this period. A public hearing is scheduled for May 21, 2007 at 9:00 am at SCAG office. The comment period closes on June 4, 2007. Any comment received during the public comment period and through the public hearing process will be presented to you as part of the final report including appropriate staff responses.

In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Measure 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. The California Transportation Commission (CTC) adopted the funding program for CMIA projects on February 28, 2007. Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. While most of the projects that were approved for funding under this program in the SCAG region came out of the current 2004 RTP, inevitably, there are a couple of new projects and several that have minor changes in project scope, cost or schedule. This has necessitated an amendment to the 2004 RTP as well as 2006 RTIP to reflect those changes so that these projects can move forward in a timely manner. In addition to those changes, SCAG has also received several amendment requests from Caltrans as well as some of the county transportation commissions to accommodate other project changes that are time critical in nature as well. Additional funding for these projects will come from a variety of fund sources, including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

REPORT

SCAG has proceeded with due diligence to bring the existing 2004 RTP as well as 2006 RTIP into compliance with the planning provisions of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). As such, an Administrative Amendment to the 2004 RTP (Gap Analysis) was adopted by SCAG in March 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. Also, Administrative Amendment to the 2006 RTIP (TIP Gap Analysis) to bring it into compliance with the provisions of SAFETEA-LU was adopted in April 2007. These Administrative Amendments to the 2004 RTP are currently under review by FHWA/FTA. Given the current RTP has not been deemed SAFETEA-LU compliant yet, these amendments (2004 RTP Amendment #3 and 2006 RTIP Amendment #8) must be submitted to FHWA for certification under the pre-SAFETEA-LU statute. The statutory deadline to make changes to the current RTP and RTIP under the old statute is July 1, 2007. Therefore, adoption of these amendments at this time is critical to meet this dead line. Upon adoption by the Regional Council of these amendments by way of the attached Resolution No. 07-488-1, staff will forward it to the FHWA/FTA for certification.

Specific details of these changes and associated analyses are presented in the 2004 RTP Amendment#3 and the 2006 RTIP Amendment #8 to ensure their consistency with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. It is also important to note that Resolution No. 07-488-1 includes provisions whereby the Regional Council would approve an Addendum to the 2004 RTP Program Environmental Impact Report ("PEIR Addendum"). The PEIR Addendum was prepared to evaluate the environmental impacts of these amendments and will be presented to the Energy and Environment Committee to recommend approval by the Regional Council. The conformity findings included in the 2004 RTP Amendment #3 covers the 2006 RTIP amendments #8, as project changes addressed in both of these documents are identical. Copies of these documents are attached to this staff report.

As provided in these documents, the proposed project changes will not jeopardize the integrity of transportation conformity or fiscal constraint of the current RTP and RTIP as well as associated amendments. Furthermore, the PEIR Addendum prepared in conjunction with the RTP Amendment #3 shows that the proposed changes will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In conclusion, this amendment is consistent with the applicable state and federal requirements, including the Transportation Conformity Rule.

FISCAL IMPACT:


None. Budget for this work is included in the current OWP under the System Planning work element 07-010.SCGS1.

Attachments:

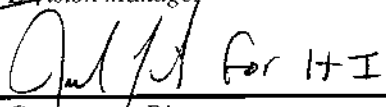
- ◆ Resolution No. 07-488-1
- ◆ 2004 RTP Amendment #3
- ◆ 2006 RTIP Amendment #8

REPORT

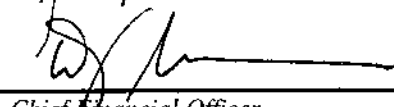
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

RESOLUTION No. 07-488-1

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING FINAL AMENDMENT NO. 3 TO THE 2004 REGIONAL TRANSPORTATION PLAN (2004 RTP), FINAL AMENDMENT NO. 8 TO THE 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP) AND THE CORRESPONDING ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT AND CONFORMITY DETERMINATION

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (the applicable comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

WHEREAS, on April 1, 2004, SCAG approved and adopted the 2004 RTP, and on June 7, 2004, the federal agencies found that the 2004 RTP conforms to the applicable State Implementation Plan (SIP);

WHEREAS, on July 27, 2006, SCAG approved and adopted the 2006 RTIP, and on October 2, 2006, the federal agencies found that the 2006 RTIP conforms to the applicable SIP;

WHEREAS, on February 2, 2006, SCAG approved and adopted an Amendment to the 2004 RTP to replace the CenterLine and Yorba Linda Metrolink Station Transportation Control Measures (TCMs) with four substitute TCMs and to revise the scope of the Foothill Transportation-Corridor South/SR-241 toll road project;

WHEREAS, on July 27, 2006, SCAG approved and adopted a second Amendment to the 2004 RTP to add the sbX E Street bus rapid transit project;

WHEREAS, on October 2, 2006, the federal agencies found that the 2004 RTP, as amended on February 2, 2006 and July 27, 2006, conforms to the applicable SIP;

WHEREAS, on November 7, 2006, the voters of the state of California approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and this Act created a Corridor Mobility Improvement Account (CMIA) to fund performance improvements on highly congested highway corridors, and this Act also created the Transportation Facilities Account (TFA) to augment funding for the State Transportation Improvement Program (STIP);

WHEREAS, on February 28, 2007, the California Transportation Commission (CTC) adopted a \$4.5 billion program of projects for the CMIA, and on June 7, 2007, the CTC intends to take action on a \$2 billion augmentation to the 2006 STIP, and together these actions result in new projects and revisions to existing projects in the adopted 2004 RTP and 2006 RTIP;

WHEREAS, SCAG has also received requests from the local county transportation commissions and California Department of Transportation (Caltrans) for other project additions or modifications to the 2004 RTP and 2006 RTIP;

WHEREAS, on January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007, the proposed RTP and RTIP amendments to address the CTC actions and local requests were discussed at the Transportation Conformity Working Group, SCAG's forum to support interagency coordination to help improve air quality and maintain transportation conformity in Southern California;

WHEREAS, on or about April 1, 2007, SCAG staff prepared the "Draft 2004 RTP Amendment #3" and the "Draft 2006 RTIP Amendment #8" ("RTP/RTIP Amendments"), including the staff findings, in order to address the CTC action and local requests;

WHEREAS, the conformity findings included in the "Draft 2004 RTP Amendment #3" are also applicable to the "Draft 2006 RTIP Amendment #8";

WHEREAS, on May 3, 2007, SCAG's Executive Committee (EC) approved the release of the Draft RTP/RTIP Amendments for a 30-day public review and comment period;

WHEREAS, a Notice of Availability and Public Hearing was posted on the SCAG website at www.scag.ca.gov on May 3, 2007 and published in major newspapers in the six-county region, the Draft RTP/RTIP Amendments were made available on the SCAG website, and copies were provided for review at SCAG and at public libraries throughout the region;

WHEREAS, a public hearing for the Draft RTP/RTIP Amendments was held at SCAG on May 21, 2007;

WHEREAS, to the extent that SCAG has received any written comments on the Draft RTP/RTIP Amendments, those comments have been responded, and those comment along with responses are summarized in the Final RTP/RTIP Amendments;

WHEREAS, amendments to the RTP must be consistent with the December 1999 RTP Guidelines and 2003 Supplement to the RTP Guidelines prepared by the California Transportation Commission;

WHEREAS, SCAG has complied with all applicable federal and state requirements in developing the RTP/RTIP Amendments, including, but not limited to:

- (1) TEA 21 (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance.
- (6) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from an RTP which has been found to conform to the applicable SIP;

WHEREAS, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA and the FTA must make a conformity determination on any RTP/RTIP updates or amendments in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §7401 *et seq.*) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

WHEREAS, with approval of the RTP/RTIP Amendments, all South Coast Air
Resolution #07-488-1
Page 3

Basin TCM projects in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for timely implementation;

WHEREAS, the 2004 RTP and 2006 RTIP remain financially constrained for all fiscal years after the project additions and revisions described in the RTP/RTIP Amendments;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in amending the RTP;

WHEREAS, SCAG adopted and certified the Program Environmental Impact Report (PEIR) to the 2004 RTP in April 2004;

WHEREAS, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (CEQA Guidelines Section 15164(a), Cal. Administrative Code, Title 14);

WHEREAS, for the reasons set forth in the Addendum to the 2004 PEIR, SCAG determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the 2004 RTP do not meet the conditions of CEQA Guidelines Section 15162(a) for preparation of a Subsequent EIR;

WHEREAS, SCAG prepared an Addendum to the 2004 PEIR, which is included in the 2004 RTP Amendment #3, in order to address the modifications to the 2004 RTP due to the CMIA program, STIP Augmentation, and requests from the local agencies;

WHEREAS, SCAG determined that adoption of the proposed RTP Amendment #3 would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds and adopts as follows:
 - a. The 2004 RTP Amendment #3 and 2006 RTIP Amendment #8 comply with all applicable federal and state requirements, including the federally approved SIPs;
 - b. Upon approval of the RTP/RTIP Amendments, all TCM projects in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for timely implementation;

- c. The 2004 RTP and 2006 RTIP as amended have been found to conform to the applicable SIP in accordance with the Clean Air Act and EPA conformity regulations; and
 - d. Proposed changes to the 2004 RTP as expressed in the 2004 RTP Amendment #3 are not substantial changes which would require major revisions to the PEIR, and the Addendum to the PEIR for the 2004 RTP fulfills SCAG's requirements for CEQA compliance, thus, no further CEQA document is required.
2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the Final 2004 RTP Amendment #3 and Final 2006 RTIP Amendment #8, including the PEIR Addendum and conformity findings.
 3. SCAG's Executive Director or his designee is authorized to transmit the RTP/RTIP Amendments and associated conformity finding to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 7th day of June 2007.

GARY OVITT
President
Supervisor, County of San Bernardino

Attest:

MARK A. PISANO
Executive Director

Approved as to Form:

JOANN AFRICA
Interim Director of Legal Services

2004 REGIONAL TRANSPORTATION PLAN Final AMENDMENT #3

**(Pending incorporation of public comments
and responses)**

June 2007



MISSION STATEMENT

REGIONAL COUNCIL MEMBERS

Leadership

Vision

Progress

Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- ✱ Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- ✱ Providing quality information services and analysis for the region.
- ✱ Using an inclusive decision-making process that resolves conflicts and encourages trust.
- ✱ Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

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INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments out to the plan horizon year of 2030.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2). The 2004 RTP was subsequently amended on February 2, 2006 (resolution #06-471-3), and a second time on July 27, 2006 (resolution #06-477-1). The RTP was developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of stakeholders including federal, state and local agencies, as well as members of the public, as required under the Transportation Equity Act for the 21st Century (TEA-21).

The replacement of TEA-21 with the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) in 2005 established a number of new requirements for MPO's with respect to developing and updating the RTP. Pursuant to the new SAFETEA-LU requirements, SCAG has proceeded with due diligence to bring the existing 2004 RTP into compliance. As such, the Administrative Amendment to the 2004 RTP (Gap Analysis) that was adopted by SCAG on March 1, 2007 with the intent to bring the current RTP into compliance with SAFETEA-LU. The Administrative Amendment to the 2004 RTP is currently under review by FHWA/FTA. Given that the current RTP has not been deemed SAFETEA-LU compliant at the time of completing this document, this amendment should be reviewed under the old statute (TEA-21). The statutory deadline for certifying an amendment to the existing RTP is July 1, 2007.

This third amendment to the 2004 RTP is in response to recent developments in California's transportation funding allocations. Moreover, the Amendment is intended to ensure that all the projects included can move forward in a timely manner. In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support much needed transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Proposition 1B for the Corridor Mobility Improvement Account (CMIA), which focuses on improving mobility, connectivity and safety on major California highways. This RTP Amendment is in part a response to the CMIA program that was adopted by the California Transportation Commission (CTC) on February 28, 2007. While most of the projects approved for CMIA funding are consistent with the 2004 RTP, inevitably, there are a number of projects that require amendment to the current RTP. This amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources, including the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP).

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the Amendment are incorporated into this document. It is also important to note that the conformity findings included in this document are applicable for the 2004 RTP Amendment as well as the 2006 Regional Transportation Implementation Program (RTIP) Amendment # 06-08.

PROJECT DESCRIPTIONS

The project changes proposed under this Amendment are presented in this document for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The reasons for amending each of the projects can be broadly categorized as follows:

- Project is **new** and currently not in the 2004 RTP
- Project currently exists in the 2004 RTP but,
 - has a **revised scope**,
 - has a **revised schedule**,
 - has a **change in total cost**, or
 - includes **any combination of the above** changes.

Descriptions of major projects for each of the counties are provided to highlight the general scope of this Amendment. The locations of projects are depicted in Exhibits 1-5 for ready reference. Project Summary Tables are organized to provide a complete list of the projects for each county and to document the details of the changes from the current plan. In addition, the summary tables are also intended to illustrate a before and after picture for each of the projects.



LOS ANGELES COUNTY

Major Regional Projects

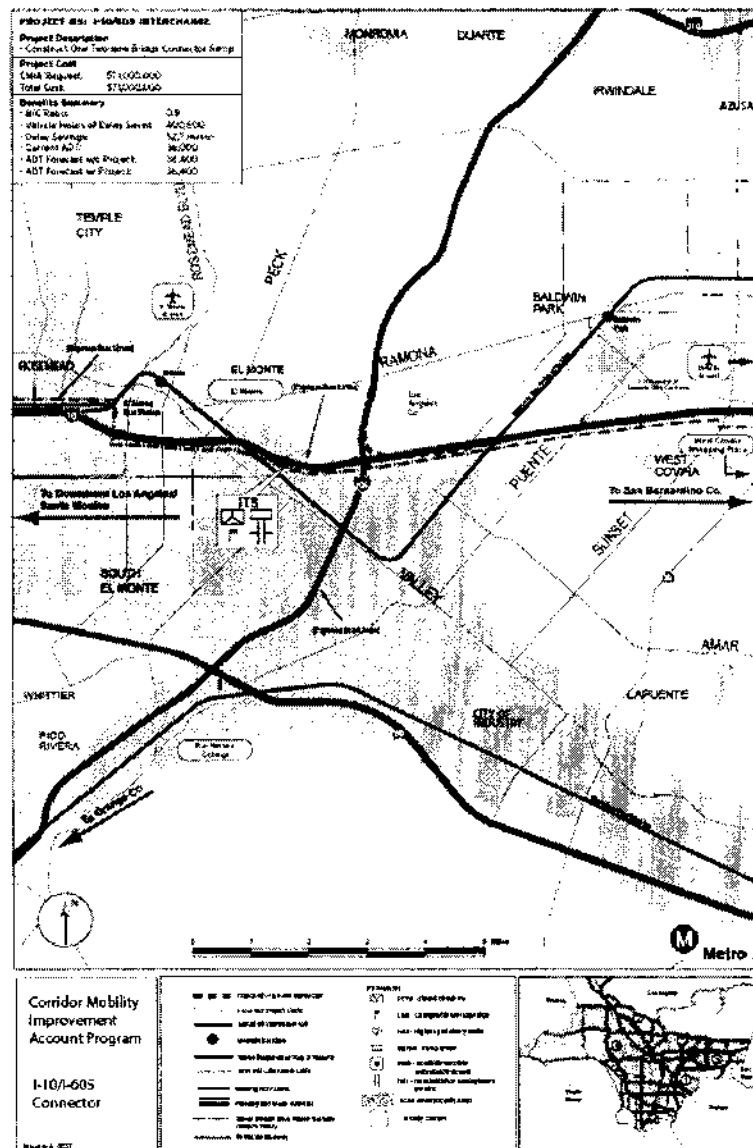
Interstate 10/605 Transition Connector from SB I-605 to EB I-10

New Project

RTP/RTIP Project No. 1M07A
Estimated Completion Date: 2013
Estimated Project Cost: \$71 M

The project will construct the fly-over connector from the southbound I-605 to the eastbound I-10. The planned fly-over direct connector (southbound I-605 to eastbound I-10) will replace the existing, shared at-grade connector and result in the elimination of the weaving conflict. The new connector is intended to eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents¹. The I-10/I-605 Transition Connector project is depicted in *Figure 1*.

Figure 1: I-10/I-605 Transition Connector



Project Map courtesy of Metro; accessed 3/13/07
http://www.metro.net/projects_programs/cmia.htm

¹ Metro's 2007 Los Angeles County Corridor Mobility Improvement Program Proposal: I-10/I-605 Transition Connector Brief and Map

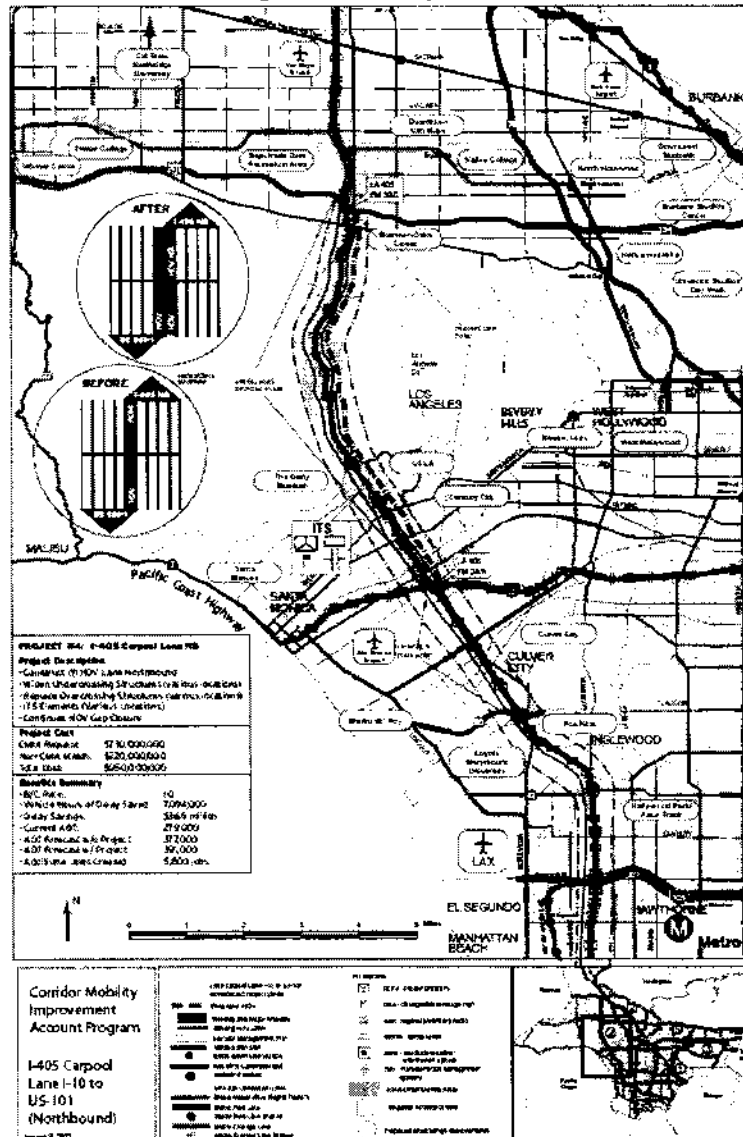
I-405 Carpool Lanes from I-10 to US-101

RTP/RTIP Project No. LA0B408
 CTC Adopted CMIA Project
 Estimated Project Cost: \$950 M

Current Completion Date: 2016
 Revised Completion Date: 2013

I-405 is a major regional transportation corridor serving as the backbone of the Southern California transportation network. I-405 (in the project area) serves commuters in San Fernando Valley to major urban centers of Los Angeles and Santa Monica, as well as Los Angeles International Airport. This section of I-405 is heavily congested. Existing traffic in the project area is mostly stop and go throughout the day. This project will provide a continuous 10 miles HOV lane in LA County from I-10 to US-101. This project will ease congestion, improve mobility by moving twice as many people as a regular traffic lane, decrease commute times for all drivers, enhance traffic safety, reduce air pollution and promote ridesharing. Metro and the public support this project². The I-405 Carpool Lanes from I-10 to US-405 is depicted in *Figure 3*.

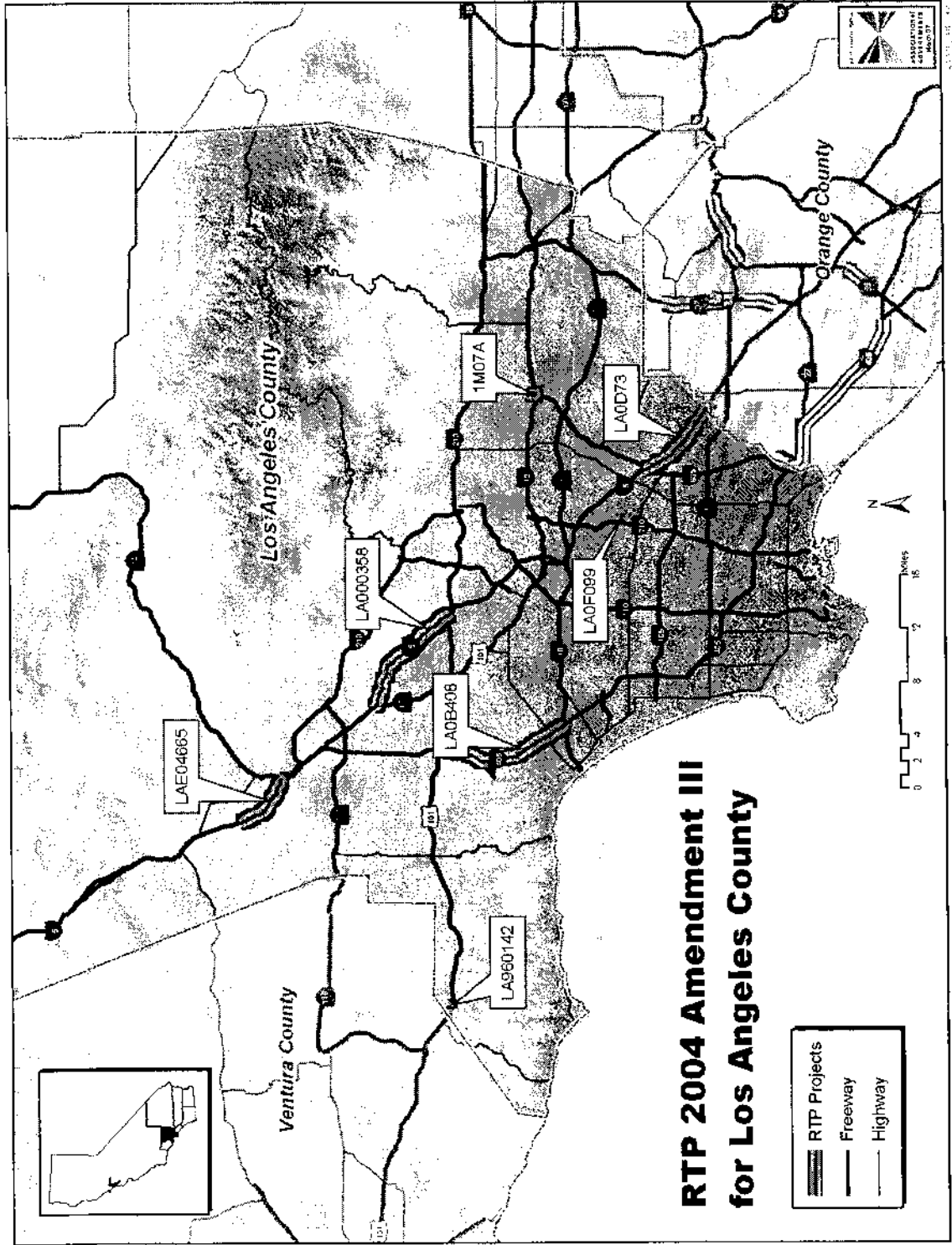
Figure 3: I-405 Carpool Lanes from I-10 to US-101



Project Map courtesy of Metro; accessed 3/13/07
http://www.metro.net/projects_programs/cmia.htm

² Metro's 2007 Los Angeles County Corridor Mobility Improvement Program Proposal: I-405 Carpool Lanes CMIA Supplemental Application Information

MAP 1: LOS ANGELES COUNTY PROJECT LOCATIONS



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS

2004 RTP AMENDMENT								
LOS ANGELES COUNTY PROJECTS								
*CTC adopted CMIA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
LA	HOV & TRUCK LANE	I-5	IN L.A./SANTA CLARITA ON I-5 FROM SR-14 TO PARKER RD, HOV & TRUCK LANE IMPROVEMENT (THE AMENDMENT WILL ADD PE FUNDS ONLY)	\$7,800	PROJECT COST FUNDED BY \$1,600,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK AND IDENTIFIED \$6,200,000 PRIVATE FUNDING PROVIDED BY GOLDEN STATE GATEWAY COALITION.	2008* (For PE only)	LAE04665	New Project for PE only
LA	Mixed Flow & HOV	I-5	LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO I-605 JCT. WIDEN TO 4 MIXED FLOW AND 1 HOV LNS EACH DIRECTION. RECONSTRUCT VALLEY VIEW (PHASE I AS DESCRIBED HERE IS CURRENTLY FULLY FUNDED. PHASE II WILL INVOLVE THE ADDITION OF 1 MF LANE IN EA DIR BRINGING THE FINAL CONFIGURATION TO 10 MF + 2 HOV. PHASE II WILL BE PURSUED AT A LATER DATE CONTINGENT UPON FUNDING AVAILABILITY.)	Existing: \$659,364 Revised: \$1,155,285	PROJECT COST INCREASE FUNDED BY \$387,000,000 CMIA ALLOCATION AND \$108,921,000 COUNTY SALES TAX REVENUE FUNDING ABOVE ORIGINAL 2004 RTP FORECAST.	2016	LA00D73	Project cost increase
LA	HOV	I-5	I-5 FROM SR-134 TO SR-170 HOV LANES (8 TO 10 LANES)	Existing: \$416,938 Revised: \$607,500	EXISTING FUNDING AT LEFT PROGRAMMED UNDER LA000358 FOR \$259,888,000 AND LA996375 FOR \$157,050,000. AMENDMENT COMBINES FUNDING UNDER LA000358. PROJECT COST INCREASE OF \$190,562,000 FUNDED BY \$73,000,000 CMIA ALLOCATION, \$116,260,000 2006 STIP ALLOCATION AND \$1,500,000 2006 ITIP AUGMENTATION ALLOCATION.	Existing: 2010 Revised: 2012	LA000358	Revised schedule, project cost increase
LA	IC / Ramps	I-10 I-605	I-605 SOUTH TRANSITION TO I-10 EAST – CONSTRUCT FLYOVER CONNECTOR FROM SB I-605 TO EB I-10 TO REPLACE EXISTING SHARED AT-GRADE CONNECTOR AND ELIMINATE THE WEAVING CONFLICT	\$71,000	PROJECT FUNDED THROUGH FUTURE COMMITMENTS FROM CTC PER MARCH 15, 2007 CTC RESOLUTION CMIA-P-0607-02.	2013	1M07A	New project

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 1 – LOS ANGELES COUNTY PROJECTS

LOS ANGELES COUNTY PROJECTS							*CTC adopted CMA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
LA	IC / Ramps	US-101	EXISTING TEXT (REFER TO 2006 RTP VOL 3: LA CO LOCAL HWY PROJECTS, PG31): LINDERO CYN RD FROM AGOURA RD TO JANIOR DR – CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION. FROM 3NB/2SB TO 3NB&SB.			Existing: 2008		
			REVISED: PHASE I: THE RAMP TERMINI FOR RAMPSG-1, 2, 3, 4 AND 5 WILL REQUIRE RECONSTRUCTION OF CURB RETURNS AND ISLAND CURB AND GUTTERS. LINDERO CANYON ROAD BET. VIA COLINAS AND AGOURA ROAD WILL BE WIDEN FROM 2 TO 3 LANES IN EACH DIR. THE BRIDGE OVERCROSSING WILL REQUIRE RECONFIGURATION TO ELIMINATE THE SIDEWALK ON THE NORTH SIDE AND PROVIDE A COMBINATION BIKE PATH/SIDEWALK ON THE SOUTH SIDE. BRIDGE RECONFIGURATION WILL OCCUR WITHIN THE EXISTING WIDTH OF THE BRIDGE SURFACE. PHASE II: RAMP G-6 WILL BE WIDENED TO 2 LANES. THE CITY WILL BEGIN WIDENING AT VIA COLINAS. THE EXISTING NORTHBOUND AUX LANE WILL BE EXTENDED SOUTHERLY FROM ITS TERMINUS AT RAMP G-6 TO RAMP G-3.	\$6,110	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	Revised: 2009	LA960142	Revised schedule, revised scope
LA	HOV	I-405	IN LA FROM I-10 TO US-101 WIDEN FOR NB HOV LANE & MODIFY RAMPS, ADD NEW WB ON RAMP AT SUNSET & HOV INGRESS/EGRESS AT SANTA MONICA BLVD (EA 12030, PPNO 0851G, SAFETEAU # 1302, 1934)	Existing: \$220,000 Revised: \$950,000	PROJECT COST INCREASE FUNDED BY \$730,000,000 CMA ALLOCATION.	Existing: 2016 Revised: 2013	LA0B408	Project cost increase, revised schedule
			TRANSIT CENTER AND PARK-AND-RIDE; BUS STOP AMENITIES INCLUDE NEW BUS SHELTER, BENCHES, LANDSCAPING ETC. THE TRANSIT CENTER WILL BE SUPPORTED BY A 283-SPACE PARK-AND-RIDE.	\$495	PROJECT FUNDED BY \$396,000 FTA 5309 EARMARK AND IDENTIFIED \$99,000 DISCRETIONARY CITY FUNDING.	2009	LA0F099	New project

ORANGE COUNTY

Major Regional Projects

SR-22/I-405/I-605 HOV Connector with ITS Elements

RTP/RTIP Project No. 2H01145/ORA000193

CTC Adopted CMIA Project

Estimated Project Cost: \$400 M

Current Completion Date: 2015

Revised Completion Date: 2013

Revised Scope: The existing RTP does not include the second HOV lane on I-405. The Amendment adds the second HOV lane.

The project will construct direct HOV connectors from SR-22 to I-405, between Seal Beach Blvd. and Valley View St. and from I-405 to I-605, between Katella Ave. and Seal Beach Blvd., with a second HOV lane in each direction on I-405 between the two direct connectors. Included in the proposed project is the installation of fiber optic cables in new conduits and closed circuit television (CCTV) on I-405 between SR-22 and ORA/LA County Line, on SR-22 between I-405 and LA County Line, and on I-605 between I-405 and Katella Avenue. See *Map 2 (pg 10)*.

SR-91 Widening from Lakeview Avenue to Weir Canyon Road

RTP/RTIP Project No. 2M04121

CTC Adopted CMIA Project

Estimated Project Cost: \$96 M

Current Completion Date: 2010

Revised Completion Date: 2014

The purpose of this project is to address the existing operational deficiency along SR-91, between SR-55 and SR-241. The project will add one mixed flow lane on EB SR-91 between the SR-91/55 connector (PM 9.13) and east of the Weir Canyon Road IC (PM 15.35), and on WB SR-91 between the Weir Canyon Road IC (PM 15.59) and the Imperial Highway IC (PM 11.43). This project will also modify the WB on-ramps from the Lakeview Avenue IC with the intention of improving existing merging conflicts. See *Map 2 (pg 10)*.

EB SR-91 Lane Addition from SR-241 to SR-71

RTP/RTIP Project No. 2M01123/ORA120336

CTC Adopted CMIA Project

Estimated Project Cost: \$81 M

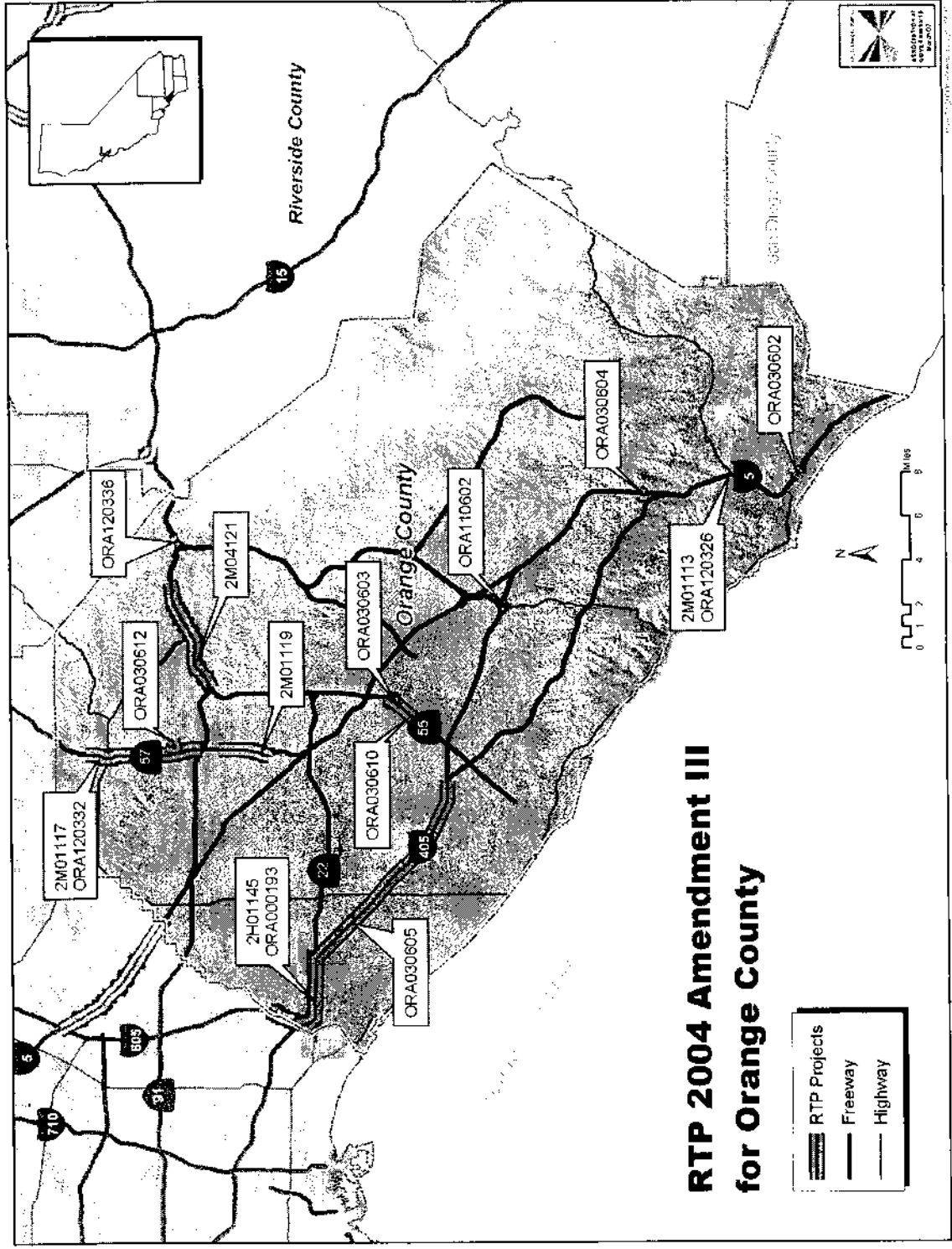
Current Completion Date: 2015

Revised Completion Date: 2011

This project will add one EB lane from the SR-241/SR-91 IC (PM15.9) to the SR-71/SR-91 IC (Riverside PM 2.9), and widen all EB lanes and shoulders to standard widths. The project involves both Districts 8 and 12, and is intended to address safety concerns, improve highway capacity, operations and improve regional circulation overall. See *Map 2 (pg 10)*.



MAP 2: ORANGE COUNTY PROJECT LOCATIONS



DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

2004 RTP AMENDMENT								
ORANGE COUNTY PROJECTS								
*CTC adopted CMAA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
OR	IC / Ramps	I-5	IN THE CITY OF MISSION VIEJO SB OFF-RAMP AT CROWN VALLEY PARKWAY – WIDEN OFF-RAMP FROM 4 TO 5 LANES (13.77/15.03)	\$2,396	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2012	ORA030604	New project
OR	IC / Ramps	I-5	IN SAN CLEMENTE - SB CAMINO DE ESTRELLA - WIDEN OFF-RAMP FROM 1 TO 2 LANES AND WIDEN OVERCROSSING FROM 5 TO 7 LANES (1 WB LEFT TURN LANE AND 1 EB LANE)	\$12,113	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030602	New project
OR	IC / Ramps	I-5 / SR-74	NB/SB AT I-5/SR-74 SEPARATION, REBUILD INTERCHANGE INCLUDING WIDENING OF SR-74 OVERCROSSING	Existing: \$50,000 Revised: \$73,320	INCREASE IN PROJECT COST FUNDED BY \$52,500,000 2006 STIP AUGMENTATION WHICH MAKES AVAILABLE \$25,180,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	2010	2M01113 ORA120326	Project cost increase
OR	Auxiliary	SR-55	ADD SB AUXILIARY LANE FROM DYER TO MACARTHUR	\$2,619	PROJECT COST FUNDED BY IDENTIFIED \$2,619,000 2006 STIP AUGMENTATION ALLOCATION.	2012	ORA030610	New project
OR	Auxiliary	SR-55	CONSTRUCT 1 AUX LANE ON SB SR-55 BETWEEN E EDINGER AVE OFF RAMP AND DYER RD ON RAMP (7.8/9.2)	\$28,883	PROJECT COST FUNDED BY IDENTIFIED 2006 SHOPP ALLOCATION AUGMENTED THROUGH PROPOSITION 1B.	2011	ORA030603	New project

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

ORANGE COUNTY PROJECTS							*CTC adopted CMA projects listed in bold		
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
OR	Mixed Flow	SR-57	NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PGI-163: ADD 1 NB MIXED FLOW LANE FROM 0.4 MI NORTH OF SR-91 TO 0.1 MI NORTH OF LAMBERT (5.1 MI).	Existing: \$77,000 Revised: \$140,000	INCREASE IN PROJECT COST FUNDED BY \$70,000,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$7,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2014	2M01117 ORA120332	Revised schedule, project cost increase	
OR	Auxiliary	SR-57	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PGI-163): FROM KATELLA ON-RAMP TO LINCOLN OFF-RAMP, ADD NB AUX LANE WITH FULL STANDARD MEDIAN REVISED: EXISTING 4 NB MIXED FLOW; WIDEN TO 5 MIXED FLOW LANES NB FROM 0.3 MI SOUTH OF KATELLA TO 0.3 MI NORTH OF LINCOLN (2.92 MI).	Existing: \$18,100 Revised: \$41,086	INCREASE IN PROJECT COST FUNDED BY \$20,086,000 CMA ALLOCATION AND \$2,900,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2020 Revised: 2015	2M01119 ORA120333	Revised scope, revised schedule, project cost increase	
OR	Mixed Flow	SR-91	ADD 1 MIXED FLOW LANE EACH DIRECTION FROM SR-55 TO RIVERSIDE COUNTY LINE	Existing: \$250,000 Revised: \$250,000	IN ADDITION TO \$250,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, AN ADDITIONAL \$22,000,000 HAS BEEN ALLOCATED TO THE PROJECT FROM THE CMA WHICH MAKES AVAILABLE \$22,000,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2014	2M04121 ORA030601	Revised schedule	
OR	Auxiliary	SR-91	SR-91 EASTBOUND LANE ADDITION BETWEEN SR-241 & SR-71, & IMPROVE NB SR-71 CONNECTOR FROM SR-91 TO STD; ONE LANE AND SHOULDER WIDTH.	Existing: \$65,120 Revised: \$80,500	PROJECT COST INCREASE FUNDED BY \$71,440,000 CMA ALLOCATION WHICH MAKES AVAILABLE \$56,050,000 FOR OTHER ORANGE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2015 Revised: 2011	2M01123 ORA120336	Revised schedule, project cost increase	

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 2 – ORANGE COUNTY PROJECTS

ORANGE COUNTY PROJECTS									*CTC adopted CMIA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
OR	Transit	SR-91	PLACENTIA TRANSIT STATION – E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING	\$23,250	PROJECT COST FUNDED BY \$19,100,000 2006 STIP AUGMENTATION AND ALLOCATION AND IDENTIFIED \$4,150,000 LOCAL DISCRETIONARY AGENCY FUNDING.	2014	ORA030612	New project		
OR	Mixed Flow	I-405	CONSTRUCT ONE ADDITIONAL GEN PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL IMPROVEMENTS FROM SR73 TO LA COUNTY LINE (THIS LISTING IS TO REFLECT THE ADDITION OF PE FUNDS ONLY)	\$5,587	PROJECT COST FUNDED BY \$2,069,000 SAFETEA-LU HIGH PRIORITY PROJECT CONGRESSIONAL EARMARK, \$518,000 LOCAL DISCRETIONARY INCOME, AND \$3,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	2012 (For PE only)	ORA030605	New project for PE only		
OR	HOV	I-405 / SR-22	EXISTING TEXT (REFER TO 2006 RTP VOL 3: OC STATE HWY PROJECTS, PG2): SR-22/I-405 AND I-405/I-605 INTERCHANGES - HOV TO HOV LANE CONNECTORS REVISED: HOV CONNECTORS ON SR-22/I-405 BETWEEN SEAL BEACH BLVD AND VALLEY VIEW, AND ON I-405/I-605 BETWEEN KATELLA AVE AND SEAL BEACH BLVD, WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	Existing: \$105,000 Revised: \$400,000	INCREASE IN PROJECT COST FUNDED BY \$200,000,000 CMIA ALLOCATION AND \$95,000,000 NEW MEASURE M SALES TAX EXPENDITURE PLAN REVENUES NOT INCLUDED IN 2004 RTP FORECAST.	Existing: 2015 Revised: 2013	2H01145 ORA000193	Revised scope, revised schedule, project cost increase		
OR	Arterial	Local	WIDENING OF LAGUNA CANYON/I-405 OVERCROSSING FROM 2 TO 4 LANES	Existing: \$860 Revised: \$12,031	EXISTING PROJECT IS FOR ENGINEERING ONLY. AMENDMENT INCLUDES FULL PROJECT COST. COST INCREASE FUNDED BY IDENTIFIED LOCAL DISCRETIONARY INCOME MADE UP OF \$6,927,000 LOCAL CITY FUNDING AND \$4,244,000 DEVELOPER FEE.	2010	ORA110602	2006 RTP project previously not modeled – project to be included in regional modeling and conformity analysis		

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

2004 RTP AMENDMENT								
RIVERSIDE COUNTY PROJECTS								
*CTC adopted CMA projects listed in bold								
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
RV	Mixed Flow	I-15	I-15 ADD 1 MF LANE EACH DIRECTION, BUNDY CYN TO I-15/I-215 IC (FROM 3 TO 4 MF EACH DIR.)	\$110,000	PROJECT COST FUNDED BY \$110,000,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3M07A	New project
RV	IC / Ramps	SR-60	EXISTING TEXT (REFER TO 2006 RTP VOL 3; RIV CO STATE HWY PROJECTS, PG3); SR-60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS; MODIFY MORENO BEACH DR IC – WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMP 1 TO 2 LNS, ADD WB ON-RAMP, ADD AUX LN EB (HALFWAY FROM NASON TO MORENO BEACH) & WB (WB ENTRY RAMP HALFWAY TO NASON) (EA: 32301K)	\$54,800	PROJECT COST INCREASES OFFSET BY REDUCED PROJECT SCOPE FOR NASON OC. NO FISCAL IMPACT.	2011	RIV041052	Revised scope
RV	Other	SR-60	TEMPORARY OPERATIONAL CHANGE: CALTRANS PROPOSAL TO CONVERT EXISTING FULL TIME HOV LN TO PART-TIME LN IN BOTH DIRECTIONS ON 8-MILE SEGMENT OF SR-60 IN RIVERSIDE CITY (EAST OF SR 60W-215 JCT TO REDLANDS BLVD). CONVERSION WOULD LAST FOR 3 YRS AT WHICH TIME IT WILL REVERT BACK TO FULL TIME HOV LN. HOV LN WOULD BE HOV ONLY FROM 6AM-10AM AND FROM 3PM-7PM AND OPEN TO SOV'S THE REMAINING HOURS OF THE DAY. SIGNAGE WILL BE INSTALLED TO INFORM MOTORISTS OF THE NEW HOURS OF OPERATION. NO ADDITIONAL CHANGES (STRIPING, INGRESS/EGRESS, ETC.) ARE PROPOSED.	NA	AMENDMENT IS OPERATIONAL CHANGE ONLY. NO FISCAL IMPACT.	2007-2010	RIV061164	Temporary operational change from 24/7 HOV operations to part-time HOV operations



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 3, 2007

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS					*CTC adopted CMIA projects listed in bold			
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment
RV	Mixed Flow	SR-71 / SR-91	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PG.167); IMPROVE INTERCHANGE	Existing: \$26,000		Existing: 2030		
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PG.167: REPLACE THE EXISTING AT-GRADE EB SR-91 TO NB SR-71 LOOP WITH DIRECT FLYOVER CONNECTOR AND CONSTRUCT A COLLECTOR-DISTRIBUTOR SYSTEM EB BTW GREEN RIVER RD IC AND 71/91 JCT. EXTEND EXISTING AUX LNS FROM THE SB SR-71 TO EB SR-91 CONNECTOR TO SERFAS CLUB DR. AND FROM WB SR-91 TO NB SR-71 CONNECTOR TO AUTO CENTER DR. EXTEND EXISTING EB FIFTH GENERAL PURPOSE LN FROM SR-71 TO SERFAS CLUB DR.	Revised: \$99,014	INCREASE IN PROJECT COST FUNDED BY \$11,995,000 2006 STIP AUGMENTATION ALLOCATION AND \$61,129,000 FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	Revised: 2016	3M04MA12	Revised schedule, project cost increase
RV	HOV	SR-91	HOV LANES, ADAMS TO SR-60/SR-91/I-215 IC	Existing: \$122,916	PROJECT COST INCREASE FUNDED BY \$157,198,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$47,337,000 FOR OTHER RIVERSIDE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2013	RIV010212	Schedule change, project cost increase
				Revised: \$232,777		Revised: 2014		
RV	Mixed Flow	I-215	EXISTING TEXT (REFER TO 2004 RTP APPENDIX I, PG.167); FROM EUCALYPTUS AVE TO I-15, EXISTING 2 LNS EACH DIR, ADD 1 MF LN EACH DIR	Existing: \$210,000	IN ADDITION TO \$210,000,000 FUNDING IDENTIFIED FOR THE PROJECT IN THE 2004 RTP, \$38,570,000 FROM CMIA AND \$46,586,000 FROM THE 2006 STIP AUGMENTATION ALLOCATION HAS BEEN IDENTIFIED. THIS MAKES AVAILABLE \$60,156,000 FOR OTHER RIVERSIDE COUNTY PROJECTS INCLUDED HEREIN.	Existing: 2025		
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2004 RTP APPENDIX I, PG.167: SEG 1: I-215 ADD 1 MF LANE EACH DIRECTION, I-15/I-215 TO SCOTT RD (CMIA ADOPTED) SEG 2: I-215 ADD 1 MF LANE EACH DIRECTION, SCOTT ROAD TO NUEVO	Revised: \$235,000		Revised: SEG 1 – 2013 SEG 2 – 2014	3M01MA07	Revised schedule, project cost increase

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS									*CTC adopted CMIA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): I-215/VAN BUREN BLVD IC: RECONWIDEN IC 3 TO 7 LNS (4 WB, 3 EB) & RAMPS 1 TO 2 & 3 LNS (W/ HOV LNS), ADD NB LOOP ENTRY RAMP (2 LNS), ADD NB/SB AUX LNS RIGHT & LEFT TURN LNS (EA 0E520K)	Existing: \$34,050	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$8,500,000 IDENTIFIED TUMF FUNDS OVER FORECAST FROM 2004 RTP AND \$51,000,000 LOCAL DISCRETIONARY FUNDS.	2011	RIV060120	Revised scope, project cost increase		
			REVISED: I-215/VAN BUREN BLVD IC: RECONWIDEN IC 2 TO 4 LNS (MUSEUM-OPPORTUNITY), ADD NEW NB 3 LN LOOP ON-RAMP (2 MF, 1 HOV); WIDEN NB/SB OFF-RAMPS (1 TO 2 LNS), SB ON-RAMP (1 TO 2 MF + 1 HOV), NB ON-RAMP (1 TO 1 MF + 1 HOV), ADD NB/SB AUX LN TO CACTUS (EA: 0E520K)	Revised: \$93,550						
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 8 LN OC, WIDEN REDLANDS AVE (4 TH TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 TH ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS	\$3,420	PROGRAMMING IS FOR ENGINEERING ONLY. AS SUCH, NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	2012	RIV050501	Revised scope		
			REVISED: ON I-215 IN PERRIS @ SR-74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC, WIDEN REDLANDS AVE (4 TH TO SAN JACINTO); WIDEN/REALIGN RAMPS: 1 TO 2 LNS ON NB OFF 2 LNS, SB OFF 4 LNS; MODIFY 4 TH ST (G TO EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS							
RV	IC / Ramps	I-215	EXISTING TEXT (REFER TO 2006 RTP VOL 3: RIV CO STATE HWY PROJECTS, PG6): ON I-215 AT NEWPORT RD IC IN SOUTHWEST RIV CNTY – WIDEN UNDER CROSSING ARTERIAL 4 TO 6 LANES FROM HAUN RD TO ANTELOPE RD & MODIFY RAMPS (PA&ED/PRE-DESIGN)	Existing: \$3,000	PROJECT COST INCREASE DUE TO ADDITION OF RIGHT OF WAY AND CONSTRUCTION PHASES. COST FUNDED BY \$13,000,000 IDENTIFIED TUMF FUNDS OVER ORIGINAL FORECAST FROM 2004 RTP AND \$29,000,000 LOCAL DISCRETIONARY FUNDS.	2013	RIV050534	2006 RTIP project previously not modeled – project to be included in regional modeling and conformity analysis		
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTP V3: RIV CO STATE HWY PROJECTS, PG6): I-215/NEWPORT RD IC: RECONWIDEN 4 TO 6 LNS (ANTELOPE-HAUN), ADD NEW NB/SB 2 LN LOOP ENTRY RAMPS, WIDEN SB ENTRY 2 TO 3 LNS, ADD HOV LN TO EXISTING NB/SB ENTRY RAMPS	Revised: \$45,000						

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 3 – RIVERSIDE COUNTY PROJECTS

RIVERSIDE COUNTY PROJECTS									*CTC adopted CMIA projects listed in bold	
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment		
RV	HOV	I-215	I-215 ADD 1 HOV LANE EACH DIRECTION, NUEVO TO BOX SPRINGS	\$181,700	PROJECT COST FUNDED BY \$181,700,000 IN FUTURE SALES TAX MEASURE A FUNDS. FUNDING BASED ON REVISED SALES TAX FORECAST ABOVE ORIGINAL 2004 RTP ESTIMATES.	2013	3H07A	New project		

SAN BERNARDINO COUNTY

I-215 Widening and Operational Improvements from I-10 to I-210

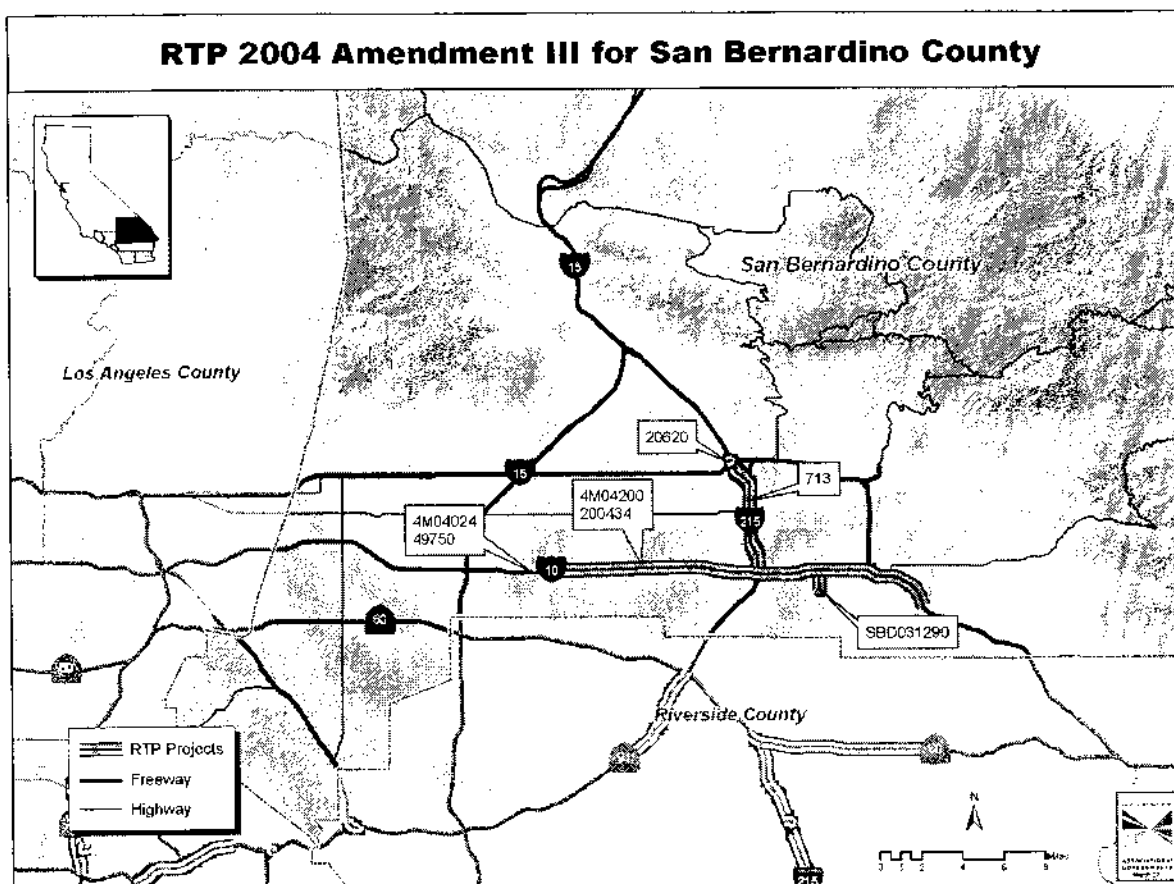
RTP/RTIP Project No. 713

Current Completion Date: 2010

Revised Completion Date: 2013

This project in San Bernardino County will add 1 HOV and 1 mixed flow lane in each direction on I-215 from I-10 to I-210. The project will also add operational improvements including auxiliary lanes and braided ramps. See Map 4.

Map 4: San Bernardino County Project Locations



VENTURA COUNTY

US-101 HOV Lanes from Mobil Pier Road to Casitas Pass Road

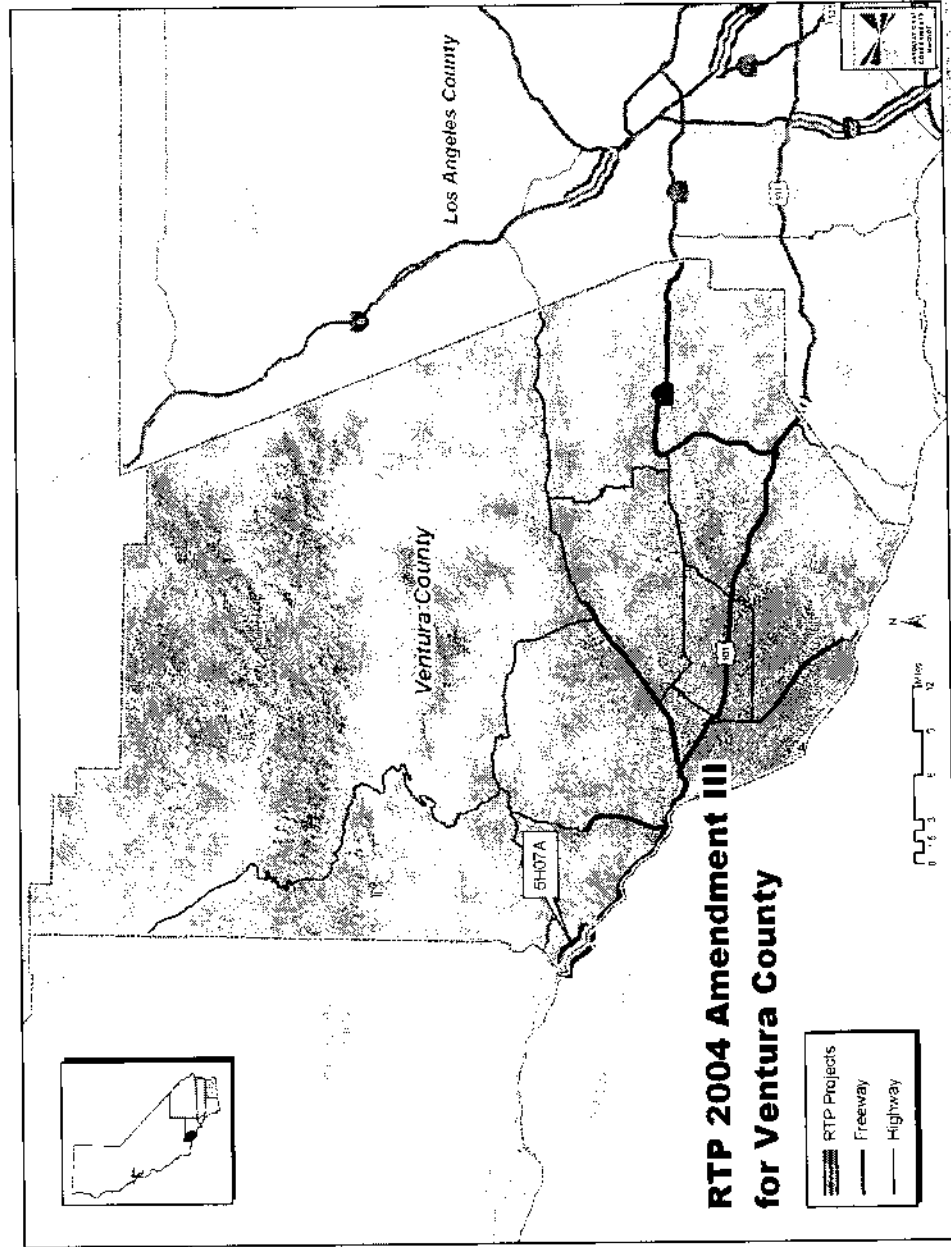
New Project

RTP/RTIP Project No. 5H07A
CTG Adopted CMIA Project

Completion Date: 2013

This project in Ventura County will add 1 HOV lane each direction on US-101 along with related improvements from Mobil Pier Road to Casitas Pass Rd in Santa Barbara Co. (PM R 39.8 to 2.4). See Map 5.

Map 5: Ventura County Project Location



2004 RTP AMENDMENT									
SAN BERNARDINO COUNTY PROJECTS									
*CTC adopted CMIA projects listed in bold									
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment	
SB	Mixed Flow	I-10	ON I-10 IN REDLANDS AND YUCAIPA FROM FORD ST. TO LIVE OAK CANYON RD. CONSTRUCT 1 WB MIXED FLOW LANE	Existing: 33,000 Revised: 43,186	INCREASE IN PROJECT COST FUNDED BY \$28,500,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$16,314,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2011	4M04200 200434	Project cost increase	
SB	IC / Ramps	I-10	WIDEN EXIT RAMP AND CONSTRUCT AUXILIARY LNS FOR CHERRY, CITRUS AND CEDAR IC'S	Existing: \$19,000 Revised: \$30,325	INCREASE IN PROJECT COST FUNDED BY \$19,233,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$7,908,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	2010	4M04024 49750	Project cost increase	
SB	IC / Ramps	I-210	UPLAND TO SAN BERNARDINO FROM LA CO LINE TO I-215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6-2)-210 CORR. W/ AUX LNS THROUGHOUT SEGS. 9-11. SEG.11 INCL CONNECTORS BETWEEN 210 & 215	Existing: 377,372 Revised: \$402,339	INCREASE IN PROJECT COST FUNDED BY \$22,000,000 CMIA ALLOCATION AND \$25,000,000 STIP AUGMENTATION ALLOCATION WHICH MAKES AVAILABLE \$22,033,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2009 Revised: 2010	20620	Project cost increase, schedule change	
SB	Mixed Flow	I-215	I-215 CORRIDOR NORTH – IN SAN BERNARDINO FROM I-10 TO I-210 ADD 2 HOV LNS AND 2 MF LNS (1 EA DIR) AND OPERATIONAL IMPROVEMENTS INCL AUX LNS & BRAIDED RAMP. AUX LN: NB/SB MILL TO 2 ND , NB RIALTO TO 5 TH , NB/SB 3 RD TO SR-259, NB/SB 5 TH TO BASELINE, NB SR-259 TO HIGHLAND AVE EXIT ON SR-259, SB BASELINE EXIT TO CONNECTOR FROM SB I-210, FROM NB CONNECTOR TO SR-259 TO CONNECTOR TO WB I-210	Existing: \$576,833 Revised: \$682,381	INCREASE IN PROJECT COST FUNDED BY \$108,120,000 CMIA ALLOCATION WHICH MAKES AVAILABLE \$2,572,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2010 Revised: 2013	713	Revised schedule, project cost increase	

DRAFT 2004 RTP AMENDMENT: SUMMARY TABLE 4 – SAN BERNARDINO & VENTURA COUNTY PROJECTS

SAN BERNARDINO COUNTY PROJECTS									*CTC adopted CMIA projects listed in bold		
CO	Category	Route Program	Project Description (New or Revised Scope)	Project Funding (\$1,000)	Fiscal Impact	Completion Year	RTP/RTIP Project ID	Reason for Amendment			
SB	Arterial	Local	EXISTING TEXT (REFER TO 2006 RTP AMENDMENT 4): FROM MOUNTAIN VIEW AVENUE VAN LEUVAN TO PROSPECT WIDEN TWO EXISTING BRIDGES FROM 3 LANES TO 4 LANES	Existing: \$3,640	PROJECT COST INCREASE FUNDED BY IDENTIFIED HIGHWAY BRIDGE PROGRAM ALLOCATION FOR \$5,037,000 WHICH MAKES AVAILABLE \$2,697,000 FOR OTHER SAN BERNARDINO PROJECTS INCLUDED HEREIN.	Existing: 2006	SBD031290	Revised schedule, project cost increase			
			NEW TEXT FURTHER DEFINES EXISTING SCOPE FROM 2006 RTP AMENDMENT 4: MOUNTAIN VIEW AVE (VAN LEUVAN TO PROSPECT), WIDEN 2 EXISTING BRIDGES FROM 3 TO 4 LNS. PT 1: MT VIEW AVE. OVER UP RAILROAD & AMTRAK, 1.0 MI S/O I-10. PT 2: MT VIEW AVE. OVER SAN TIMOTEO CREEK, 0.9 MI S/O I-10. BRIDGE REHAB/WIDEN - FROM 3 TO 4 LNS	Revised: \$5,980		Revised: 2007					
VENTURA COUNTY PROJECTS											
VE	HOV	US-101	ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC NEAR MUSSEL SHOALS IN VENTURA CO. TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.4). EXTEND ON AND OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCELERATION AND DECELERATION, BUT KEEP AS SINGLE LANES. CLOSE THE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR THE COMMUNITIES OF LA CONCHITA AND MUSSEL SHOALS. EXPRESSWAY WILL REMAIN AN EXPRESSWAY BECAUSE THE EXISTING VEHICLE PARKING AND BIKE LANE LOCATED ON SOUTHBOUND HIGHWAY 101 WITHIN THE PROJECT SEGMENT WILL REMAIN.	\$77,240	PROJECT COST FUNDED BY \$67,107,000 CMIA ALLOCATION AND \$10,133,000 2006 ITIP AUGMENTATION ALLOCATION.	2013	5H07A	New project			

FISCAL IMPACT

The 2004 RTP Amendment includes both changes to existing projects as well as the addition of new projects. The fiscal impact of each individual project is discussed in the above summary tables under the fiscal impact column for each respective county.

The increase in project cost totals \$2.8 billion, which is broken down by county in the table below (first row). This increase is being funded by the identified sources which are in addition to 2004 RTP forecasted revenues, also broken down by county in the table below. Please note that in some cases identified funding was greater than the total cost increase for certain counties (see last row in table below).

<i>(Amounts in \$1,000's)</i>	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG Region
Total Cost Increase	\$1,495,778	\$505,705	\$601,075	\$154,366	\$77,240	\$2,834,164
Sources:						
CMIA Allocation Funding	\$1,190,000	\$383,526	\$195,768	\$175,853	\$67,107	\$2,012,254
Other Federal Funding	\$1,996	\$45,461	\$0	\$5,037	\$0	\$52,494
2006 STIP Augmentation Allocation Funding	\$116,260	\$74,219	\$58,471	\$25,000	\$0	\$273,950
2006 ITIP Augmentation Allocation Funding	\$1,500	\$0	\$0	\$0	\$10,133	\$11,633
Local City Discretionary Funding	\$99	\$15,839	\$80,000	\$0	\$0	\$95,938
TUMF Funding	\$0	\$0	\$21,500	\$0	\$0	\$21,500
Private Funding	\$6,200	\$0	\$0	\$0	\$0	\$6,200
County Sales Tax Funding	\$108,921	\$100,900	\$352,829	\$0	\$0	\$562,650
Future CTC Commitment Funding	<u>\$71,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$71,000</u>
Funding Surplus	\$198	\$114,240	\$107,493	\$51,524	\$0	\$273,455

Based on review of the funding considerations for each project documented herein, SCAG finds that the amendment does not adversely impact the financial constraint of the 2004 RTP. The Plan remains financially constrained.



TRANSPORTATION CONFORMITY

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the State Implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the 2004 RTP/2006 RTIP Amendments' approval and conformity finding by the Regional Council. This includes interagency consultation, release of the draft document for public review and comment, responses to comments, and a public meeting of the Regional Council prior to final action.

The findings of the conformity determination for the 2004 RTP/2006 RTIP Amendments are presented below. Details of the regional emissions analysis and timely implementation of transportation control measures (TCMs) which support the conformity determination follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2004 RTP/2006 RTIP Amendments are as follows:

✓ Consistency with 2004 RTP / 2006 RTIP Test

Statement of Fact: Inclusion of the amendments in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

Statement of Fact: Inclusion of the amendments in the 2006 RTIP would not change any other projects which were previously approved by the state and federal agencies on October 2, 2006.

Finding: The 2004 RTP/2006 RTIP Amendments are consistent with the 2004 RTP and 2006 RTIP, and meet all federal and state requirements and regulations.

✓ Regional Emissions Test

Finding: The Amended 2004 RTP/ 2006 RTIP regional emissions for ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin and Ventura County portion of South Central Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for direct PM10 and precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the South Coast Air Basin.

Finding: The Amended 2004 RTP/2006 RTIP regional emissions for direct PM2.5 and NOx precursor are less than the base year (2002) for the 24-hour and the annual standards in the in the South Coast Air Basin.

✓ **Timely Implementation of TCMs Test**

Finding: The past obstacles to timely implementation of two TCMs identified in the amendments have been described and overcome, and all state and local agencies with influence over approvals or funding are giving maximum priority to approval or funding of these TCMs.

✓ **Financial Constraint Test**

Finding: All projects listed in the 2004 RTP and 2006 RTIP, including the proposed amendments, are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2004 RTP/2006 RTIP Amendments complies with all federal and state requirements for interagency consultation and public involvement. SCAG has consulted with the respective transportation and air quality planning agencies. The proposed RTP/RTIP Amendment was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on 4 occasions (January 30, 2007, February 27, 2007, March 27, 2007, and April 24, 2007). In addition, the 2004 RTP/2006RTIP Amendment has been released for a 30 day public comment period.



Regional Emissions Analysis

The SCAG region is comprised of the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, the Mojave Desert Air Basin, and Salton Sea Air Basin. Except for one project amendment located in Ventura, all of the proposed projects included in this RTP/RTIP amendment are located within the South Coast Air Basin. Emissions changes in the Mojave Desert and Salton Sea Air Basins due to the proposed amendment are negligible and not included in this report.

South Coast Air Basin

OZONE (Summer [tons per day])				
ROG	YR 2008	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006				
RTIP Amendments	213	151	107	73
BUDGET	216	155	155	155
NOx				
	YR 2008	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006				
RTIP Amendments	453	349	184	121
BUDGET	464	352	352	352

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)			
(Annual Average [tons per year])			
ROG	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	189	106	73
BUDGET	251	251	251
NOx			
	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BUDGET	549	549	549
PM10			
	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	156	152	152
BUDGET	166	166	166

NITROGEN DIOXIDE (NO2) (Winter [tons per day])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	448	206	133
BUDGET	686	686	686

CARBON MONOXIDE (CO) (Winter [tons per day])			
CO	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	1,805	859	530
BUDGET	3,361	3,361	3,361

PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5)			
(Annual Average [tons per year])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	15,2388	70,399	45,909
BASE YEAR (2002)	260,650	260,650	260,650
PM2.5	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	4,541	4,402	4,628
BASE YEAR (2002)	4,844	4,844	4,844
PARTICULATE MATTER LESS THAN 2.5 MICRONS (PM2.5)			
(24-Hour [tons per day])			
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	418	193	126
BASE YEAR (2002)	714	714	714
PM2.5	YR 2010	YR 2020	YR 2030
Plan w/ 2004 RTP/2006			
RTIP Amendments	12.4	12.1	12.7
BASE YEAR (2002)	13.3	13.3	13.3

Ventura County Portion of the South Central Coast Air Basin

OZONE (Summer [tons per day])			
ROG	YR 2010	YR 2020	YR 2030
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	10.7	6.2	4.2
BUDGET	14.3	14.3	14.3
NOx	YR 2010	YR 2020	YR 2030
Plan w/ 2004			
RTP/2006 RTIP			
Amendments	15.1	6.8	4.4
BUDGET	21.4	21.4	21.4

Timely Implementation of TCMs

Pursuant to the conformity rule Section 93.113(c)(1), if a TCM is behind the schedule established in the applicable implementation plan, the MPO and DOT must determine that past obstacles to implementation of the TCM have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control.

The 2004 RTP/ 2006 RTIP Amendments include revised schedules for two TCM projects as shown in the following table.

Project ID	Description	Schedule Change
LA000358	Route 5 from Route 134 to Route 170 - HOV lanes (8 to 10 lanes)	From 2010 to 2011
713 (San Bernardino)	I-215 Corridor North from Route 10 to Route 215 - add 2 HOV lanes and 2 mixed flow lanes (one in each direction) and operational improvements including auxiliary lanes and braided ramps	From 2010 to 2013

The major obstacles and steps to overcome the delays are described below.

Route 5 (ID# LA000358)

- On September 29, 2006, Governor Schwarzenegger signed into law SB 1210 Eminent Domain, which became effective January 1, 2007. SB 1210, authored by Senator Tom Torlakson (D-Antioch), changes certain processes that relate to the taking of property by eminent domain. Specifically, this bill:
 - Prevents issuance of a pre-judgment order of possession without prior notice and an opportunity to respond for the property owner or occupants.
 - Requires an entity seeking to take property by eminent domain to offer to pay the property owner's reasonable costs in ordering an independent appraisal of the property.
 - Defines litigation expenses to include reasonable attorney's fees and reasonable expert witness and appraiser fees.
 - Prohibits a redevelopment agency from exercising eminent domain over 12 years after adoption of the redevelopment plan, unless "substantial blight" exists that cannot be eliminated without eminent domain.
- Caltrans uses the power of eminent domain to acquire rights-of-way for transportation projects. As a result of the passage of SB 1210, the proposed project will not meet its originally scheduled completion date of 2010. Additional time is required for right-of-way acquisition.
- The expected construction start date is spring 2009. The completion date of the proposed project is being delayed one year, from 2010 to 2011.
- To date, the project is fully funded.

I-215 Corridor (ID# 713)

- In 2001, after preliminary engineering (30%-35% designed) and a Record of Decision issued by FHWA, the project went through a Value Analysis Study which was finalized later that same year. Recommendations from the Value Analysis study included a substantial redesign of the entire corridor but with specific attention to all of the local interchanges. As originally designed, a collector-distributor road system was to be utilized to accommodate the increase in volume at local interchanges that would result from increasing the freeway capacity from a total of three lanes in each direction to five lanes each direction. The collector-distributor design required substantial right-of-way acquisition, and the Value Analysis study recommended using a different design concept at local interchanges known as "braid-split" interchanges. This was considered to be a substantial enough design change to warrant an Environmental Reevaluation of the approved 2001 environmental document.
- The Environmental Reevaluation process required additional traffic analysis, a modified access report, community meetings, coordination with local stakeholders, and numerous discussions with both Caltrans and FHWA staff. During the Environmental Reevaluation process and due in part to the additional traffic analysis, it was concluded that rather than proceeding with a two-phase widening which would first add only the HOV lane in each direction and then later add a mixed flow lane in each direction, the Environmental Reevaluation should reflect the ultimate widening. The Environmental Reevaluation was finalized by Caltrans in November 2005 and approved by FHWA in December 2005.
- Right-of-way acquisition has proceeded on approximately 30 core parcels during the Environmental Reevaluation process; however, SANBAG/Caltrans were not permitted to proceed on nearly 200 other parcels until the Environmental Reevaluation was approved. With the approval of the Environmental Reevaluation, Caltrans is again acquiring parcels, but due to the initial delay and also to changes in State law related to parcel acquisition, the original ROW acquisition schedule has not been met.
- Assuming Caltrans meets the agreed upon right-of-way delivery dates, it is anticipated this freeway reconstruction project will begin construction by the end of 2008 with completion in late 2012.
- The project is fully funded from available revenue sources.



ADDENDUM TO THE 2004 REGIONAL TRANSPORTATION PLAN (RTP) PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

INTRODUCTION

This document is an Addendum to the Final Program Environmental Impact Report ("PEIR") for the 2004 Regional Transportation Plan ("RTP" or "Plan"), prepared and certified by the Southern California Association of Governments ("SCAG") on April 1, 2004.³ To date, there have been two project amendments and one Administrative Amendment to the 2004 RTP. The first amendment, which was adopted on February 2, 2006, involved the substitution of the CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of four replacement projects, which included a bus rapid transit line, a local transit shuttle, Metrolink service improvements, and free HOV 3+ on the SR-91 Express lanes. Additionally, this involved revisions in the scope and schedule of the SR-241/Foothill South toll road extension. A second amendment, which was adopted on July 27, 2006, was requested by Omnitrans to add a bus rapid transit project, called sbX for San Bernardino Express, to San Bernardino County.

An Administrative Amendment (Gap Analysis), was prepared to bring the 2004 RTP into compliance with the planning requirements of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). The Administrative Amendment was adopted by SCAG's Regional Council on March 1, 2007 and is currently awaiting certification by the Federal Highway Administration (FHWA).

This current RTP Amendment addresses projects proposed to be added to the RTP in response to Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. One element of Proposition 1B is the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds focusing on improving mobility, connectivity and safety on major California highways. SCAG sent out a Notice of Intent to Amend the 2004 RTP on December 12, 2006 to all of the county transportation commissions and Caltrans districts with jurisdictions that fall within the six-county SCAG region.

The scope of this proposed RTP Amendment focuses on priority projects identified by the California Transportation Commission (CTC) for the SCAG region in its meeting held February 28, 2007. This RTP Amendment also includes non-CMIA projects that are time sensitive in nature. These projects are funded through a variety of existing sources including, the Highway Bridge Rehabilitation and Replacement (HBRR) Program; the State Transportation Improvement Program Augmentation funds (STIP Augmentation), and the State Highway Operation and Protection Program (SHOPP). The projects included in this amendment are either new (projects that are not included in the existing 2004 RTP) or revised (projects which appear in the existing 2004 RTP) and reflect changes to their scopes, schedules, costs, and/or any combination of the changes. These projects have been included at the request of Caltrans and a number of the county transportation commissions in the SCAG region. The county-by-

³ The Final 2004 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2003061075) ("Final PEIR" or "2004 PEIR") is incorporated herein by this reference and an electronic version is available at <http://scag.ca.gov/RTPpeir2004/draft/2004/responsecomments.htm>



county summary tables presented in the *Project Descriptions* section of this document provide a full description of the Amendment changes. This RTP Amendment must be certified before the July 1, 2007 deadline for SAFETEA-LU compliance in order to allow the CMIA projects to proceed towards implementation.

As the Lead Agency under the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final PEIR for the 2004 RTP to evaluate the potential environmental impacts associated with implementation of the 2004 RTP. The purpose of the 2004 PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the Plan. The 2004 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP. The 2004 PEIR focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).⁴ As such, the 2004 PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

The 2004 RTP is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. It includes both specific projects and strategies that address transportation and potential growth patterns. Although the 2004 RTP has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2004 RTP is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

BASIS FOR THE ADDENDUM

This proposed RTP Amendment requires the preparation of an Addendum to the 2004 PEIR for the 2004 RTP. When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.

⁴ Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)

- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. Moreover, no changes to the mitigation measures contained in the 2004 PEIR are being proposed so as to trigger additional review regarding such measures. The conditions described in CEQA section 15162 subdivision (a) have not occurred. SCAG has assessed the additional projects at the programmatic level,



and finds that the projects identified in this Amendment are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2004 PEIR. Further, SCAG finds that the addition of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

PROJECT DESCRIPTION

Projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. As aforementioned, the purpose of this RTP Amendment is to incorporate those projects identified in the CMIA program and other non-CMIA projects seeking to take advantage of new funding opportunities or projects that require changes in their project scope, schedule, and/or funding. In addition to those, SCAG received amendment requests from Caltrans, the region's county transportation commissions, and other stakeholders. A comprehensive list of the projects can be found in this 2004 RTP Amendment Summary Table 1: Los Angeles County Projects; Summary Table 2: Orange County Projects; Summary Table 3: Riverside County Projects; Summary Table 4: San Bernardino and Ventura County.

The intention of this Addendum is to analyze any potential changes to the environmental impacts of the 2004 RTP that could occur as a result of the addition of (and changes to) those priority projects identified by the CTCs at their February 28, 2007 meeting. The following are the projects to be included in this Amendment to the RTP:

- (1) **New Projects** – These projects are projects that were not included in the 2004 RTP and are being added to the existing 2004 RTP.
- (2) **Revised Projects** – These projects appear in the existing 2004 RTP. They are projects being included in this RTP Amendment due to revisions to their project scopes, schedules, and/or funding.

ANALYSIS OF IMPACTS

The addition of the projects identified in this current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR. The 2004 PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2004 RTP. Although the new projects identified in the current Amendment were not identified in the 2004 PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2004 PEIR are proposed. SCAG has determined that the addition of the projects identified above would result in impacts that would fall within the range of impacts identified in the 2004 PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2004 PEIR

are anticipated to result from the inclusion of the proposed projects identified in this current RTP Amendment.

AESTHETICS AND VIEWS

The 2004 RTP and PEIR included analysis at the programmatic level of various types of projects, including new facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and Maglev. Expected significant impacts would be the obstruction of scenic views and resources, altering areas along state designated scenic highways and vista points, creating significant contrasts with the scale, form, line, color and overall visual character of the existing landscape, and adding visual urban elements to rural areas (pp. 3.6-10 – 3.6-22).

The proposed projects identified in this Amendment are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2004 PEIR. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programatically addressed in the 2004 PEIR.

AIR QUALITY

The proposed projects identified in this Amendment are not expected to cause additional significant regional air quality impacts. The 2004 PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP. A conformity analysis prepared for the 2004 PEIR demonstrated that the 2004 RTP conforms to federal and state requirements, therefore having a less than significant impact on cumulative regional air quality (pp 3.4-25 – 3.4-44).

The regional emissions analysis performed for this RTP Amendment determined projects identified in this current Amendment would not result in an increase of established emissions budgets within the South Coast Air Basin. The incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programatically addressed in the 2004 PEIR.

BIOLOGICAL RESOURCES

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on biological resources. The 2004 PEIR concluded that implementation of the RTP would adversely affect biological resources and result in habitat loss, fragmentation and degradation, encroachment of non-native species, water diversion and degradation, and other human activities, such as off-road vehicle activity (pp 3.7-20 – 3.7-33).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency. The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from the proposed projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programatically addressed in the 2004 PEIR.

CULTURAL RESOURCES

The proposed projects identified in this Amendment are consistent with the findings of the 2004 PEIR on cultural resources. The 2004 PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (pp. 3.8-16 - 3.8-25).

Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

ENERGY

The proposed projects identified in this Amendment are not expected to cause significant energy impacts beyond those identified in the 2004 PEIR. The 2004 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands. Three main areas of impact have been identified: energy demands for construction and expansion of the regional transportation system; energy demands for operation of the regional transportation system as of 2030; and the cumulative impacts of growing energy demand associated with implementation of the 2004 RTP (pp. 3.11-12 – 3.11-16).

The analysis in the 2004 PEIR adequately addresses the range of impacts that could result from these projects at the program level. Incorporation of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

GEOLOGY, SOILS, AND SEISMICITY

Potential impacts on geology, soils, and seismicity resulting from the proposed projects identified in this current Amendment are consistent with the findings of the 2004 PEIR. The 2004 RTP identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, liquefaction, and landsliding. However, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (pp. 3.9-16-3.9-22).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency. Therefore, incorporation of the proposed project into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

HAZARDOUS MATERIALS

Potential impacts on hazardous materials from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region. The significant impacts include risk of accidental releases due to an increase in the transportation of

hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2004 RTP (pp. 3.10-7 – 3.10-12).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

LAND USE

Potential impacts to land use that could result from the proposed projects analyzed in this Amendment are consistent with the findings of the 2004 PEIR. The 2004 PEIR analyzed potential impacts of the 2004 RTP on land use consistency and compatibility. The 2004 PEIR concluded that the RTP would result in significant impacts regarding the loss and disturbance of agricultural lands, the loss and disturbance of open space and/or recreational lands, and inconsistencies with general plans (pp. 3.1-11- 3.1-19).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

NOISE

Potential noise impacts from the projects identified in this Amendment are consistent with the findings of the 2004 PEIR for noise. The projects could potentially cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (pp. 3.5-14 – 3.5-28). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2004 PEIR.

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

POPULATION, HOUSING AND EMPLOYMENT

Potential impacts to population, housing, and employment from the projects identified in this Amendment would be consistent with the findings for the 2004 PEIR. The 2004 PEIR found significant impacts would occur in the areas of growth distribution in vacant areas, displacement, community disruption, and a change in the regional growth pattern. The projects identified in this Amendment would result in relatively minor impacts to overall region-wide population, housing, and employment (pp. 3.2-10 – 3.2-17).

These impacts are within the range of impacts assessed at the programmatic level in the 2004 PEIR. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programatically addressed in the 2004 PEIR.



PUBLIC SERVICES AND UTILITIES

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR for public services and utilities of the 2004 PEIR. Anticipated significant cumulative impacts included demand for more police, fire, and emergency personnel and facilities, demand for more school facilities and teachers, an increase in households in areas subject to wildfires, and demand for additional solid waste services (pp. 3.13-9 – 3.13-20).

The analysis in the 2004 PEIR adequately addresses impacts at the program level that could result from the RTP with the addition of the projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

TRANSPORTATION

The addition of proposed projects identified in this Amendment to the 2004 RTP is not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2004 PEIR. The 2004 PEIR utilized data from the 2030 transportation model output to present a regional analysis for the impacts of the 2004 RTP on transportation. The 2004 PEIR identifies four significant impacts from implementation of the RTP: increased Vehicle Miles Traveled (VMT); higher average delay; increased heavy duty truck delay; and a cumulatively considerable impact on counties outside the SCAG region (pp. 3.3-21 – 3.3-28).

Analysis in the 2004 PEIR adequately addressed impacts that could result from this RTP Amendment at the program level. Therefore, inclusion of the projects identified in the current Amendment to the 2004 RTP would not result in a substantial change to the region-wide impacts programmatically addressed in the 2004 PEIR.

WATER RESOURCES

The potential impacts from the proposed projects identified in this Amendment are within the range of, and consistent with the findings of the 2004 PEIR on water resources. The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (pp. 3.12-22 – 3.12-38).

The analysis in the 2004 PEIR adequately addresses region-wide impacts at the program level that could result from the 2004 RTP with the addition of projects identified in this Amendment. Incorporation of the proposed new projects and modifications to existing projects into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.



COMPARISON OF ALTERNATIVES

The proposed projects identified in this Amendment would not significantly affect the comparison of alternatives in the 2004 PEIR. This current Amendment to the 2004 RTP is within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project; 2) Modified 2001 RTP Alternative; 3) The PILUT 1 (Infill) Alternative; and 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR would not be significantly affected by the inclusion of the projects identified in this RTP Amendment. Therefore, no further comparison is required at the programmatic level.

LONG TERM EFFECTS

The addition of proposed projects identified in this Amendment to the 2004 RTP would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of the projects identified in this RTP Amendment are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR (pp. 5-1 – 5-14). Overall, the proposed projects analyzed in this Amendment are within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed RTP Amendment is consistent with the findings on long-term effects in the 2004 PEIR.

CONCLUSION

After completing a programmatic environmental assessment of the proposed changes to the 2004 RTP that would result from the current Amendment, SCAG finds that adoption of the proposed projects identified in this Amendment to the 2004 PEIR would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes, while individually quite large, are not substantial changes in the context of the region which would require major revisions to the programmatic, region-wide analysis presented in the 2004 PEIR.

Further, SCAG finds that the proposed projects do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2004 PEIR. As such, SCAG has assessed the proposed projects identified in this Amendment at the programmatic level, and finds that inclusion of the proposed projects would be consistent with the analysis and mitigation measures contained in the 2004 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2004 RTP. Therefore, a subsequent or supplemental EIR is not required and this Addendum to the 2004 PEIR fulfills the requirements of CEQA.



PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing was posted on the SCAG website at http://scag.ca.gov/rtp2004/2004amend/Notice_Draft2004RTPAmend3.pdf on May 3, 2007, and published it in major newspapers in the six-county region. The Draft Amendment was made available on the SCAG website and hard copies were provided for review at SCAG and at public libraries throughout the region. Written comments were accepted until 5:00pm June 4, 2007. All comments were directed to:

Pablo Gutierrez
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

or to: gutierre@scag.ca.gov

A public hearing was held at SCAG from 9:30am to 10:30am on May 21, 2007. As of May 24, 2007, SCAG has not received any written or verbal comments on the Draft Amendment. However, to the extent, comments will be received through closing of the comment period (June 4, 2007), those comments along with the responses will be summarized in the final document.

In addition, SCAG has fully coordinated this amendment with the region's stakeholders through SCAG's committee and task force structure. Specifically, staff provided periodic reports regarding this amendment to the Transportation Conformity Working Group (TCWG), the Subregional Coordinators, as well as the Plans and Programs Technical Advisory Committee (P&P TAC) on several occasions. Staff also presented a status report on the Amendment to the Transportation and Communications Committee (TCC) on April 5, 2007. The Final Amendment will be presented to the Regional Council on June 7, 2007.





CONCLUSION

This Amendment maintains the integrity of the transportation conformity as well as the fiscal constraints of the existing 2004 RTP. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this amendment allowing all concerned parties, stakeholders and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment #3 to the 2004 RTP complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



ATTACHMENT A

CTC ADOPTED CMIA PROGRAM



CMIA ADOPTED PROGRAM OF PROJECTSTION

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)														
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Appropr	Value	Approp + Value	
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	9/2007	73,626	64,000	58,000	0	64,000	5	4	5	9	
	San Diego	15	Managed lanes, Rte 163 to Rte 56	6/2008	431,324	350,000	350,000	350,000	0	5	4	5	9	
	San Diego	15	Managed lanes, Mira Mesa access ramp	4/2008	50,000	50,000	50,000	50,000	0	5	4	5	14	
	San Diego	5	N Coast Corridor, Stage 1B, Encinitas HOV	10/2010	327,000	327,000	289,000	0	327,000	3	4	5	9	
	San Diego	5	N Coast Corridor, Stage 1C, Carlsbad HOV	10/2010	92,000	92,000	77,000	0	92,000	3	4	5	12	
	San Diego	5	N Coast Corridor, Stage 1F, Voigt Dr-Rt 805 HOV	10/2010	158,000	158,000	126,000	0	158,000	3	4	5	12	
	San Diego	805	N Coast Corridor, Stage 1D, Rt 52-Carroll Cyn HOV	12/2010	148,000	148,000	121,000	0	148,000	2	9	5	11	
	San Diego	805	2 SB aux lanes, E Street to SR-54	9/2008	19,445	19,445	16,900	0	19,445	5	3	3	6	
	San Diego	805	North Coast Corridor, Stage 1A, Unit 2	8/2010	94,000	82,000	80,000	82,000	0	3	3	4	7	
	San Diego	805	HOV lanes, Palomar-SR 94	11/2011	330,555	330,555	282,100	0	330,555	2	4	2	6	
	San Diego	5	N Coast Corridor, Stage 1E, Genesee Av interchange	9/2011	78,000	78,000	64,000	0	78,000	2	1	3	4	
Subtotal, San Diego								432,000						
Southern California	Imperial	78	Brawley Bypass, Stage 3	10/2008	56,130	46,130	39,337	0	46,130	5	3	3	6	
	Subtotal, Imperial								0					
Southern California	Los Angeles	405	Northbound HOV lane, Rt 10 to Rt 101 (design-build)	4/2009	950,000	730,000	778,000	730,000	0	4	5	2	7	
	Los Angeles	5	HOV lanes, Ora Co Line-Route 605	8/2010	1,155,285	387,000	610,043	387,000	0	3	5	2	10	
	Los Angeles	10	HOV lanes, Puente Ave. to Citrus St.	5/2011	173,500	173,500	139,000	0	173,500	2	5	4	3	
	Los Angeles	10	HOV lanes, Citrus St. to Rte 57	5/2011	191,500	191,500	167,500	0	191,500	2	5	4	7	
	Los Angeles	5	HOV lanes, Rte. 134 to Rte 170	11/2008	606,000	73,000	310,000	73,000	0	3	2	5	8	
	Los Angeles	138	Widen to 4 lanes, 17th St to Largo Vista Rd	9/2009	33,588	15,818	26,236	0	15,818	4	2	1	3	
	Los Angeles	138	Widen to 4 lanes, Ave T to Rte 18	9/2009	104,034	95,182	89,205	0	95,182	4	1	1	2	
	Los Angeles	10	I-10/605 transition connector	8/2011	70,460	70,460	58,460	0	70,460	2	2	2	4	
	Subtotal, Los Angeles								1,190,000					
	Orange/Riverside	Orange	91	EB auxiliary lane, Rte 241 to Rte 71	8/2009	80,500	73,800	71,440	71,440	2,360	4	4	5	9
		Orange	22	HOV Connector, Rte 22/405 and 405/605	3/2010	400,000	200,000	345,500	200,000	0	3	5	5	12
Orange		57	Widen NB, Rte 91 to Lambert Rd.	6/2010	140,000	70,000	124,548	70,000	0	3	3	3	9	
Orange		57	Widen NB, Katella Ave to Lincoln Ave	5/2011	41,086	20,086	34,892	20,086	0	2	3	4	7	
Orange		91	Add lanes, SR 55 to Gypsum	2/2012	96,000	48,000	78,960	22,000	26,000	1	3	4	8	
Orange		5	Gene Autry Wy transitway interchange	9/2009	57,729	17,500	23,583	0	17,500	3	1	4	5	
Orange		91	WB auxiliary lane, Rte 55 to Tustin	12/2011	95,000	47,500	81,493	0	47,500	1	3	2	5	
Orange		91	Convert WB aux lanes to through lane, Rt 57 to Rt 5	4/2012	72,000	36,000	58,000	0	36,000	1	2	3	6	
Orange		57	NB lane, Lambert Rd. to L.A. Co. line	5/2012	156,670	111,670	136,290	0	111,670	1	3	1	5	
Orange		5	I-5/Rte 74 interchange	9/2011	75,000	38,000	32,775	0	38,000	1	1	1	2	
Subtotal, Orange								383,526						
Riverside	Riverside	215	Widen, I-15 to Scott Road	11/2010	62,321	62,321	55,100	38,570	23,751	3	4	4	8	
	Riverside	91	HOV lanes, Adams St to 609/1215 interchange	6/2011	232,777	157,198	191,744	157,198	0	2	5	4	10	
	Riverside	91	Route 71/91 interchange and connectors	7/2012	99,014	99,014	87,129	0	99,014	1	3	4	8	
	Riverside	215	Mixed flow lane, Scott Rd. to Nuevo Rd	10/2011	172,730	172,730	149,895	0	172,730	2	2	3	6	
	Riverside	215	HOV lanes, Nuevo Rd. to Box Springs Rd.	6/2011	181,700	181,700	144,700	0	181,700	2	3	3	8	
	Riverside	15	Widening, Bundy Canyon Rd to Rte 215	3/2011	109,801	109,801	97,325	0	109,801	1	5	2	4	
	Riverside	15	French Valley Pkwy, new interchange	2/2010	140,846	31,545	97,591	0	31,545	3	0	0	3	
	Subtotal, Riverside								195,768					

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - South project nominations. (\$1,000's)															
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp	Value	Approp + Value	Deliv + Approp + Value	
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segments 1 & 2	8/2008	430,341	49,120	337,218		49,120		5	4	3	7	
	Southern California	10	Widen Ramps, Aux. lanes: Cherry, Citrus & Cedar	5/2009	30,325	30,325	27,476		19,233		4	3	5	8	
	Southern California	10	WB mixed flow lane, Live Oak Cyn to Ford St	2/2010	43,186	38,186	37,857		26,500		3.5	4	3	7	
	Southern California	215	HOV & mixed lanes, Rt 10-Rt 210, segment 5	11/2010	64,875	59,000	59,000		59,000		3	4	3	7	
	Southern California	215	Route 210/215 connectors	3/2009	96,204	22,000	79,967		22,000		4	3	2	5	
	Southern California	10	Bridge widenings (HOV phase 1)	3/2011	149,288	107,931	126,900		0	107,931		4	2.5	5	
	Southern California	15	Widening, Victorville to Barstow	9/2010	136,481	46,432	108,926		0	46,432		3	2	3	
	Southern California	58	Hinkley 4-lane expressway	5/2012	149,828	130,400	130,400		0	130,400		1	4	0.5	
	Southern California	15	2 new interchanges, Victorville	6/2011	134,096	44,352	86,795		0	44,352		2	1	2	
			Subtotal, San Bernardino						175,853						
Eastern Sierra	Inyo	395	Olancho and Cartago Expressway	9/2012	107,600	59,000	82,008		0		1	4	0.5	4.5	
			Subtotal, Eastern Sierra						0						
Central Coast	San Luis Obispo	101	Operational improvements phase 1b	1/2008	12,631	5,432	10,097		0		5	1	5	6	
	Santa Barbara	101	Widening & ITS, Milpas to Cabrillo Hot Springs	1/2008	83,482	28,613	62,695		0		5	2	3	5	
	San Luis Obispo	46	4-lane expway, Genesee to Almond (Whitley 1)	7/2010	105,000	67,742	87,000		67,742		3	4	2	6	
	Santa Barbara/Ventura	101	HOV lanes, Mussel Shoals to Casillas Pass Rd	2/2011	151,470	151,470	131,600		131,600		2	4	2	6	
	San Luis Obispo	48	Corridor improvements (Whitley 2)	7/2010	110,000	94,000	94,000		0		3	4	1	5	
	San Luis Obispo	101	Santa Maria River Bridge widening	3/2010	64,590	58,540	58,040		0		3.5	3	1.5	4.5	
	Santa Barbara	101	HOV lanes, Casillas Pass Rd to Milpas St	7/2017	624,300	12,600	591,000		0		0	0	0	0	
			Subtotal, Central Coast (South)						199,342						
	San Joaquin Valley	Tulare	198	4 lane expressway, Rt 43 to Rt 99 (South)	8/2009	39,797	28,640	33,615		22,912		4	3	3.5	6.5
	San Joaquin Valley	Kern	46	Kecks Rd 4-lane (Kecks Rd to Rte 33)	7/2010	94,195	49,900	83,420		45,000		3	3	1.6	4.6
San Joaquin Valley	Kern	14	Freeman Gulch 4 lane (Redrock Inyokern to Rt 178)	12/2011	133,084	129,278	109,005		0		2	4	1	5	
	San Joaquin Valley	58	Widen Hwy to 6 lanes, Rt 99 to Cottonwood Rd	8/2012	62,300	62,300	55,800		0		0.5	2	3	5	
	San Joaquin Valley	58	Rosedale Hwy, widen to 6 lanes, Allen Rd to Rt 99	3/2011	41,742	20,871	32,656		0		2	2	1	3	
	San Joaquin Valley	99	Tagus-Goshen 6-lane (Ave 264 to Goshen)	12/2011	110,200	96,800	95,300		0		2	2	1	3	
	Tulare	178	Widen to 4 lanes, Rte 184 to Miramonte Drive	12/2011	10,508	8,166	7,016		0		1	1	1	2	
	San Joaquin Valley	Kern		Subtotal, San Joaquin (South)					67,912						
		Total Recommended Projects, South						2,644,401							
		Reserve for bond administration						54,000							
		Reserve for traffic management system projects						0							
		Total Recommended, South						2,698,401							
		Total Bond Capacity, South						2,700,000							
		Under (Over) Capacity						1,599							

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)													
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp Value	
Central Coast	Monterey	1	2-lane expressway, Salinas Rd interchange	7/2009	48,533	37,061	37,061	37,061	0	4	31	5	
	Santa Cruz	1	Auxiliary lanes, Morrissey to Soquel Ave.	6/2010	21,664	16,190	18,140	16,190	0	3	3	4	
	Santa Cruz	1	Auxiliary lanes, 41st Ave to Soquel Ave.	9/2010	17,973	17,973	13,592	13,592	0	3	3	6	
	Santa Cruz	1	Auxiliary lanes, Park Ave to Bay/Porter	9/2010	21,389	21,389	16,595	16,595	0	3	3	9	
	Monterey	101	Freeway conversion, San Juan Rd interchange	12/2011	77,100	50,800	50,800	50,800	0	2	4	6	
	San Benito	156	4 lane expressway, Alameda to Union-Mitchell	10/2010	66,356	37,987	43,923	43,923	0	3	4	1	
	Monterey	156	Rte 156 Corridor west phase 1	5/2012	179,400	166,700	91,000	91,000	0	1	4	5	
Subtotal, Central Coast (North)								53,251					
San Joaquin Valley	Kings	198	4 lane expressway, Rt 43 to Rt 99 (North)	8/2009	64,570	60,860	71,432	48,688	12,172	4	3	3.5	
	San Joaquin	5	HOV lanes, North Stockton	11/2010	333,000	225,000	300,810	0	225,000	3	4	3	
	Stanislaus	219	Widen to 4-lanes, Rte 99 to Marrow Rd	9/2007	49,800	14,760	15,000	14,760	0	5	2.5	1.5	
	Tuolumne	108	East Sonora Bypass, Stage 2	1/2010	51,928	17,233	30,500	17,233	0	3	4.5	1	
	Stanislaus	219	Widen to 4-lanes, Marrow Rd to Rte 108	12/2009	50,500	18,813	29,500	18,813	0	3.5	2.5	1.5	
	Calaveras	4	Angels Camp Bypass	6/2007	60,201	4,438	35,598	4,438	0	5	2.5	0	
	Fresno	180	Braided ramps between Rte 41 & Rte 168	10/2012	45,000	30,000	39,000	0	30,000	0.5	3	3.5	
	Fresno	180	Expressway, Academy to Trimmer Springs	7/2010	64,503	45,200	45,200	0	45,200	3	3.5	0.5	
	Madera	41	Widening, Ave 11 to Ave 12, & Ave 12 I/C	12/2012	67,300	44,800	54,300	0	44,800	0.5	2	3.5	
	San Joaquin	205	Auxiliary lanes, 4 locations in Tracy	5/2010	51,560	25,000	45,517	25,000	0	2	1	3	
	Fresno	180	Expressway, Trimmer Springs-Frankwood (seg 3)	9/2011	75,957	46,500	46,500	0	46,500	2	3.5	0	
	Amador		Sutter Hill Regional Transit Center	8/2007	3,205	1,450	3,205	0	1,450	5	0	0	
	San Joaquin	99	South Stockton widening & ops improvement	7/2011	244,000	50,000	163,000	0	50,000	2	1	1	
	Kings	198	19th Ave. interchange, freeway conversion	3/2013	31,019	27,770	24,770	0	27,770	0	2.5	1	
	Fresno	41	Divisadero to Shields & lane	9/2013	95,000	95,000	82,600	0	95,000	0	2	1	
	Subtotal, San Joaquin Valley (North)								128,932				
	S.F. Bay Area	Alameda/Contra Costa	80	Integrated fwy/local rd mgmt, Carquinez-Bay Bridge	7/2009	87,700	63,400	76,100	56,300	8,100	4	5	5
Santa Clara		880	SB HOV Extension, SR 237 to US 101	12/2010	142,700	127,700	71,600	71,600	56,100	3	4	5	
Sonoma		101	HOV lanes, Wilfred Av-Santa Rosa Av	12/2008	85,440	44,800	69,100	44,800	0	4.5	4	3.5	
Santa Clara		101	Widening, Yerba Buena to I-280/I-680	3/2010	104,220	30,000	90,400	30,000	0	3.5	4	4	
Alameda		580	EB HOV Lane, Hacienda to Greenville	2/2008	153,700	95,700	139,700	72,200	23,500	5	4	2.5	
Contra Costa/Alameda		24	Caldecott Tunnel - 4th Bore	6/2009	420,000	175,000	375,900	175,000	0	4	4.1	3	
Sonoma		101	HOV lanes, Railroad Av-Rohnert Park Expwy	4/2009	110,250	42,848	86,300	42,848	0	4	4	3	
Solano		101	HOV lanes, Fairfield (Rt 80/680/12 to Putan Creek)	6/2008	90,000	56,210	71,000	56,210	0	5	4	2	
Sonoma		101	Aux lanes, Steele-Windsor River (North Ph A)	9/2008	121,360	68,360	103,200	68,360	0	5	3.1	2.5	
Sonoma		101	Aux lanes, Embarcadero-Marsh Rd	4/2011	169,018	102,168	91,559	60,000	42,168	2.5	3	4.5	
S.F. Bay Area		12	Jameson Canyon widening, phase 1	9/2010	139,500	102,100	105,700	73,990	28,110	3	3.5	7	
Napa/Solano		101	Marin-Sonoma Narrows Seg. A (Novato)	12/2010	30,000	30,000	23,800	20,000	82,400	3	4	3	
Marin		101	WB 580 to NB 101 aux lane	3/2009	20,000	20,000	15,300	20,000	(52,400)	3	2	5	
Marin		101	WB 580 to NB 101 aux lane	3/2009	20,000	20,000	15,300	20,000	0	3	2	5	
Contra Costa		4	Widening, Somersville to Rte 160	11/2009	335,000	85,000	188,000	85,000	0	4	3	2.5	
Marin/Sonoma		101	Marin-Sonoma Narrows Seg. B (Novato-Petaluma)	12/2011	349,000	180,000	255,200	94,600	180,000	1.5	4.1	3.5	
Alameda		880	SB HOV lane, Marina-Hegenberger	10/2011	108,000	108,000	94,800	68,000	13,400	2	4	3	
Alameda		580	WB HOV Lane, Isabel (Rt 84) interchange	7/2008	153,000	68,000	102,800	68,000	0	5	1.5	2.5	
Alameda		580	WB HOV Lane, Greenville to Foothill	8/2011	126,300	101,700	112,300	101,700	0	2	4	2.5	
Contra Costa		680	Extend NB HOV, North Main St. to SR 242	9/2011	21,000	10,500	16,800	84,930	0	2	3	3	
S.F. Bay Area	Santa Clara	101	Aux lanes, Rte 85-Embarcadero	6/2011	102,258	92,258	84,930	84,930	7,328	2	3	2	
S.F. Bay Area	Sonoma	101	HOV lanes, Airport & Op Imps (North Ph B)	11/2009	50,500	32,500	42,000	0	32,500	4	2	0.5	
S.F. Bay Area	Santa Clara	101	Widen to 6 lanes, Rte 25 to Monterey Rd	7/2012	128,000	108,000	103,600	0	108,000	1	4	1	
Solano	80	Route 80/680/12 interchange reconstruction	12/2011	243,412	93,790	167,467	0	93,790	2	2	2		
S.F. Bay Area	Santa Clara	880	Rte 280 interchange, Stevens Crk, Winchester	7/2010	70,000	50,000	57,000	0	50,000	3	2	1	
S.F. Bay Area	San Francisco	101	Doyle Drive replacement	8/2010	810,000	175,000	718,808	0	175,000	3	0	0	
Subtotal, San Francisco Bay Area (MTC)								1,286,938					

CMIA ADOPTED PROGRAM OF PROJECTS

Corridor Mobility Improvement Account - North project nominations. (\$1,000's)												
CMIA region	County	Route	Project Title	Contract award date	Total Cost	CMIA Requested	Const	Staff Recommendation	Unfunded Request	Delivery	Approp Value	Deliv + Approp + Value
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	7/2008	42,360	20,000	39,160		20,000	0	4.5	9
Sacramento Valley	Placer	65	Lincoln Bypass	12/2008	324,000	78,592	232,000		73,715	4,877	5	4
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	5/2008	80,232	15,000	72,432		15,000	0	4	3.5
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd, Phase 1	9/2009	165,000	80,000	147,125		80,000	0	4	7.1
Sacramento Valley	Sacramento	80	HOV lanes, Sacramento River to Longview Dr	9/2009	200,000	100,000	179,000		0	100,000	4	4
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 65 (Phase 3A)	5/2009	34,000	34,000	31,300		31,300	2,700	4.5	4
Sacramento Valley	Nevada	49	Barr Meadows widening	6/2009	40,500	22,168	24,500		18,568	3,600	4	3.1
Sacramento Valley	Sacramento	50	EB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500		0	20,000	2	3
Sacramento Valley	Sacramento	50	WB Auxiliary lanes, Sunrise to Folsom Blvd	10/2010	20,000	20,000	16,500		0	20,000	2	3
Sacramento Valley	Yolo	51-5	to Rte 113 direct connector (Phase 2)	1/2009	60,578	41,700	48,400		0	41,700	4	3
Sacramento Valley	Sacramento		Hazel Ave widening, US 50 to Madison	2/2009	90,123	20,000	50,371		0	20,000	4	1
Sacramento Valley	Sacramento	99	Central Galt interchange	9/2009	49,000	8,250	38,100		0	8,250	4	1
Sacramento Valley	Butte	32	Rte 32 widening, Rte. 99 to Yosemite Dr.	7/2008	16,320	10,000	12,820		0	10,000	5	1
Sacramento Valley	Sacramento		White Rock Rd 4 lane, Sunrise Bl-Prairie City Rd	5/2011	26,600	22,000	19,100		22,000	0	1	0.5
Sacramento Valley	Sacramento	5	Aux. lanes, Consummes River to Pocket Rd		32,300	32,000	32,300		0	32,000	1	3
Sacramento Valley	Sacramento		Consummes River Blvd extension	2/2009	58,622	20,000	49,449		0	20,000	4	0
Sacramento Valley	Sacramento	5	Richards Blvd interchange ramp widening	9/2011	6,150	5,500	5,300		0	5,500	1	0
Sacramento Valley	Sacramento		Sac area transportation interchange (STARNET)	3/2009	4,000	3,700	4,000		0	3,700	1	0
Sacramento Valley	El Dorado (Tahoe)	50	Improvements, Trout Creek to Ski Run Blvd		21,883	3,600	0		0	3,600	0	0
Sacramento Valley	Placer (Tahoe)	28	Kings Beach commercial core		10,680	2,700	0		0	2,700	0	0
Sacramento Valley	Sacramento	80	Yolo bypass bicycle bridge		25,300	25,000	25,300		0	25,000	0	0
Subtotal, Sacramento Valley								260,583				
North State	Mendocino	101	Willits Bypass	1/2010	356,380	177,439	296,640		0	177,439	3.5	4.5
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	5/2011	27,443	27,443	22,902		22,902	4,541	2	3.5
North State	Shasta	51-5/SR 44	fwy to fwy direct connector	1/2011	60,954	49,165	41,090		0	49,165	2	3.5
North State	Shasta	44	Dana to Downtown, widen to 6 lanes	5/2008	75,182	22,910	68,717		0	22,910	5	2.5
North State	Shasta/Trinity	299	Buckhorn Grade realignment	7/2011	249,000	239,466	230,821		0	239,466	2	4
North State	Shasta	44	Extend 4 lane freeway to Palo Cedro (Stillwater)	11/2010	89,786	65,706	52,930		0	65,706	3	4
North State	Lake	29	Expressway, Diener Dr. to Rte. 175	10/2011	179,088	134,477	148,552		0	134,477	2	4
North State	Shasta	5	South Redding 6 lane (Bechelli-Churn Creek)	11/2011	41,000	41,000	35,301		0	41,000	2	2.5
North State	Tehama	5	South Avenue interchange improvement	5/2009	31,697	27,956	27,700		0	27,956	4	1
North State	Shasta	5	North Anderson 6 lane (Bonnyview to Riversides)	7/2011	82,718	62,718	53,216		0	62,718	1	2
Subtotal, North State								22,902				
Total Recommended Projects, North								1,752,606				
Reserve for bond administration								36,000				
Reserve for traffic management system projects								0				
Total Recommended, North								1,788,606				
Total Bond Capacity, North								1,800,000				
Under (Over) Capacity								11,394				

ATTACHMENT B

REQUESTS FOR RTP AMENDMENT



DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

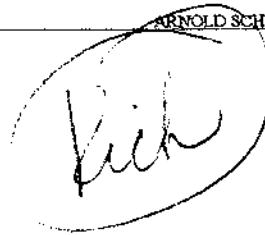
100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012-3606

PHONE (213) 897-0362

FAX (213) 897-0360

TTY (213) 897-4937

*Flex your power!
Be energy efficient!*

January 16, 2007

Mr. Hasan Ikhrata, Director, Planning & Policy
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

Subject: Request Amendment of 2004 RTP and 2006 RTIP to include (1) I-5 HOV
Lane/Truck Lane and (2) SB I-605 to EB I-10 Transition Connector

Dear Mr. Ikhrata:

The California Department of Transportation (Caltrans) is requesting that the I-5 HOV Lane and Truck Lane from I-5/I-14 Interchange to Parker Road Overcrossing project and the I-10/I-605 Transition Connector from SB I-605 to EB I-10 be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP).

The purpose of the I-5/I-14 HOV Lane and Truck Lane project is to get greater efficiency in roadway capacity in the North County area. Substantial growth that is occurring is rapidly outstripping existing roadway capacity. The proposed project is described as follows:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR 14 interchange to Parker Road Overcrossing
- Construct one truck lane along outside edge of travel way (N/B) from Weldon Canyon to Pico Canyon Road / Lyons Avenue
- Construct one truck lane along outside edge of travel way (S/B) from 400 feet north of Weldon Canyon to Pico Canyon Road / Lyons Avenue

The purpose of the I-10/I-605 Transition Connector from SB I-605 to EB I-10 is to eliminate weaving conflicts that exist due to extreme congestion of the existing configuration of shared freeway-to-freeway connector moves. The proposed project is described as follows:

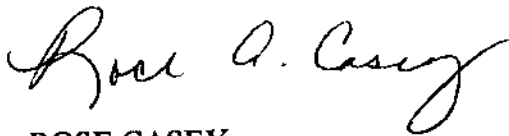
- Construct fly-over connector from S/B I-605 to EB I-10
- Fly-over direct connector (S/B I-605 to EB I-10) would replace the existing shared at-grade connector

"Caltrans improves mobility across California"

Mr. Hasan Ikhata
January 16, 2007
Page 2

Thank you for your assistance in helping to advance the projects identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at rose_casey@dot.ca.gov.

Sincerely,



ROSE CASEY
Deputy District Director
Division of Planning, Public Transportation & Local Assistance

Attachments:

- I-5 HOV Lane Location Map and Fact Sheet
- I-10/I-605 Transition Connector Project Map
- CMIA I-10/I-605 Transition Connector Project Nomination Fact Sheet
- CMIA I-10/I-605 Benefit/Cost Analysis: Project Input Sheet
- LACMTA CMIA I-10/I-605 Supplemental Application Information

C: Douglas Failing, Director, Caltrans District 07
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies
Tad Teferi, Deputy District Director, Program/Project Management

Requesting amendment to the 2004 Regional Transportation Program and the 2006 Regional Transportation Improvement Program – I-5 HOV and Truck Lane & I-605/I-10 Fly-over direct connector

Presented to

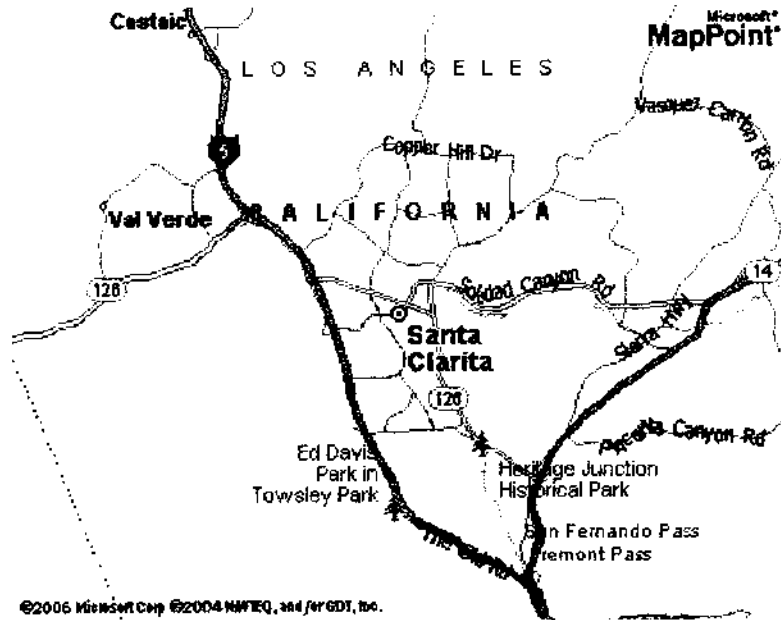
Southern California Association of Governments

Submitted by

**Caltrans District 7
100 South Main Street
Los Angeles, CA 90012**

January 16, 2007

CALTRANS	LAE0465	IN L.A./SANTA CLARITA FROM NORTH ON RTE. 5/SR 14 TO Parker Road O.C., HOV OR TRUCK LANE IMPROVEMENT(EA 23320 PPNO 3189) SAFETEA LU #465
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Project Location: Los Angeles County
Santa Clarita

Project Description: Route 5/14 Interchange to Parker Road O.C.
HOV Lane and Truck Lane Improvement **PM R44.9/R59.0**

Proposed Project:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Sponsor: Caltrans in partnership with Private (Golden State Gateway Coalition)

BACKGROUND

I-5 is listed as a "high priority corridor" on the National Highway System (NHS), serving Inter-regional commodities and vehicular travel in the north-south direction from California's most southern border with Mexico to its most northern border with Oregon. Within the project limits, the I-5 is classified as an urban freeway, and it functions as the gateway to and from the Los Angeles Basin to central and northern California. As a result of this unique characteristic of spanning the entire state, the interstate in the North County area experiences very high volumes of traffic, which also includes truck traffic.

The existing facility within the project limits currently accommodates four mixed flow lanes in each direction. The mixed flow lanes are constructed to standard lane widths (3.6m) with standard outside shoulders (3.0m) and nonstandard inside shoulders (2.4m). Along this section of the I-5, the median width varies from approximately 10 m to 19 m and is fully paved in some areas and partially paved in other areas. The topography of the project area is mountainous or hilly, requiring that the freeway section be constructed with 1:2 side slopes and/or back slopes, and non-standard paved width inside shoulders.

The substantial growth that is occurring in the North County is quickly outstripping the existing roadway capacity. Programmed capacity improvements slated for the North County would be overwhelmed well before the horizon year 2030. Freeway traffic volumes on I-5 are projected to approximately double by year 2030. The recent travel time survey completed on the I-5 freeway measured approximately 1 million annual hours of traffic delay within the project limits. It is anticipated that future peak volumes of traffic would increase, leading to even greater delays.

PURPOSE AND NEED

The substantial growth in employment, population, and household dwelling units anticipated for the North County area by year 2030 would lead to a commensurate increase in resident-based trip-making of all trip purposes. In addition, growth in the economies of surrounding jurisdictions (such as Kern and San Bernardino Counties) coupled with growth in the overall statewide economy would create substantial increases in intercounty/interregional vehicular trips traveling through the North County area, both in trucks and general automobile traffic.

Within the project limits, in the northbound direction, the I-5 is experiencing AM and PM peak hour traffic that ranges from 3,470 to 5,260 vehicles per hour (vph) and from 4,580 to 9,300 vph, respectively. In the southbound direction, the AM and PM peak hour traffic volumes range from 5,000 to 9,090 vph and from 3,800 to 5,830 vph, respectively. The percentage of truck traffic along this stretch of I-5 varies from 6% to 11% of the total traffic volume.

The northbound I-5 segments from Calgrove Boulevard to Magic Mountain Parkway during the AM peak hour operates at level of service (LOS) C; from Calgrove Boulevard to Valencia Boulevard during the PM peak hours, the northbound I-5 operates at LOS E and D. Traffic conditions along southbound I-5 between McBean Parkway and Lyons Avenue during the AM peak hour operate at a LOS E and between Calgrove Boulevard and Lyons Avenue they operate at a LOS F.

Future traffic volumes for Alternatives 2, 3, and 4 were projected for Year 2030 using the SCAG model. Under the no-build scenario of Alternative I, the northbound AM and PM peak hour traffic volume is expected to range from 5,750 to 5,840 vph and from 7,900 to 14,050 vph, respectively. The southbound AM and PM peak hour traffic is expected to range from 7,570 to 13,660 vph and from 7,540 to 7,650 vph, respectively. The corresponding LOS for the northbound direction in the AM peak hour is Level C, and it ranges from Level F to E in the PM peak hour. Similarly, the corresponding LOS for the southbound direction in the AM peak hour ranges from D to F, and the PM peak hour experiences a constant Level of D.

EA 2332E

Project Description:

- Construct one HOV lane in the median (N/B & S/B) from I-5 / SR-14 interchange to Parker Road O.C.
- Construct one truck lane along outside edge of traveled way (N/B) from Weldon Cyn to Pico Cyn Road / Lyons Ave.
- Construct one truck lane along outside edge of traveled way (S/B) from 400 ft. north of Weldon Cyn to Pico Cyn Road / Lyons Ave.

Location (excludes bus purchases or replacements):

In Los Angeles County in the City of Santa Clarita on Northbound and Southbound I-5 from SR-14 to Parker Road O.C.

Project scope:

Adding one HOV lane with 1.2 m buffer along I-5 in the median on each direction on I-5 from SR-14 to Parker Road O.C. Adding a truck lane along the outside edge of travel way in both the southbound and northbound directions from I-5/SR-14 interchange to Pico Canyon Road/Lyons Avenue.

For Regionally Significant & Goods Movement Projects include - -

New Connections/Cross Traffic Improvements: N/A

For non-motorized projects or TCM aspects include type of non-motorized or TCM portion of overall project: N/A

New Highway: N/A

Lane Additions/Capacity Enhancements

Project descriptions for improvements with Lane Additions you must include number of existing lanes in each direction: 4

number of proposed lanes in each direction: N/B: 6; S/B: 6

project length (beginning & end points); and change in type of facility (e.g., mixed flow changes to HOV or a secondary to a primary): Please see Project scope above. More information to be determined during PA&ED and PS&E

Indicate where any lanes are being added or deleted: Please see Project scope above. More information to be determined during PA&ED and PS&E

Indicate where medians will be added or raised: Please see Project scope above. More information to be determined during PA&ED and PS&E

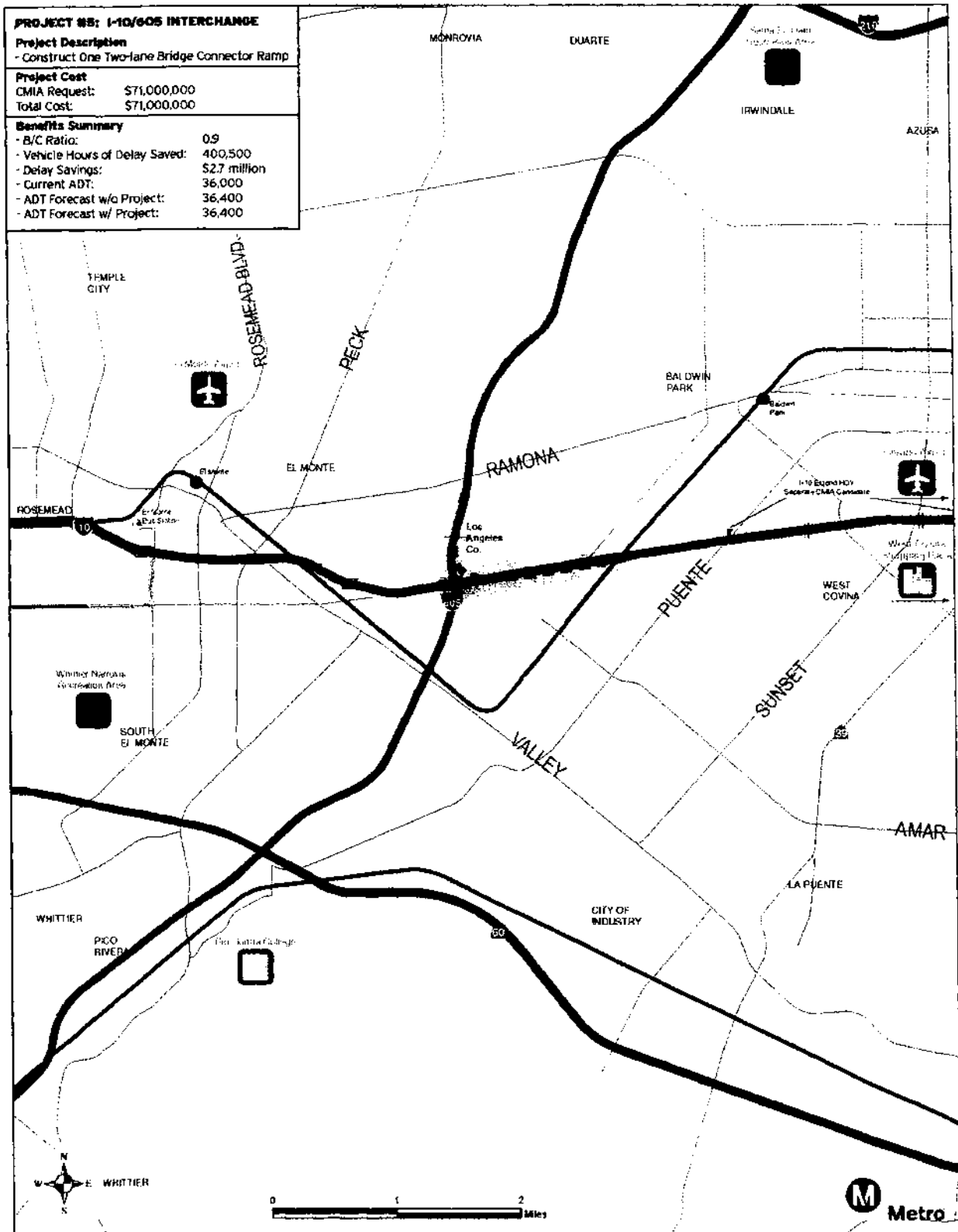
PSR-PDR (Project Study Report – Project Development Support): completed on March 28, 2003

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – July 2008

Estimate project cost: \$220 million

Funding Source: Public / Private Partnership (Golden State Gateway Coalition)

Estimate project completion date: June 2015



DRAFT
Corridor Mobility
Improvement
Account Program

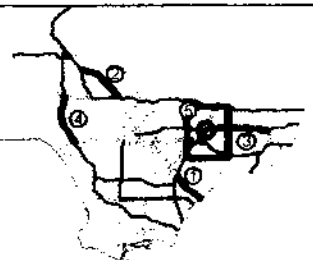
I-10/I-605
Connector

December 20, 2006

- Proposed I-10/605 Connector
- I-10/605 Project Limits
- Metrolink Commuter Rail
- Metrolink Station
- Metro Rapid (Bus Rapid Transit)
- MTA Bus Lines/Muni Lines
- Existing HOV Lanes
- Freeway and Major Arterials

ITS Features:

- ☐ CCTV - Closed Circuit TV
- Ⓜ CHMS - Changeable Message Sign
- Ⓜ HAR - Highway Advisory Radio
- ☐ METER - Ramp Meter
- ☐ RWIS - Roadside Weather Information System
- ☐ TMS - Transportation Management Systems
- ☐ SCAG SmartGrowth Areas
- Activity Clusters



CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT**Interstate 10/605 Transition Connector from SB I-605 to EB I-10****Project Nomination Fact Sheet**

Nominating Agency: MTA/Caltrans		Fact Sheet Date: 12/29/06	
Contact Person	Ben Jong/Mehdi Salehnik		
Phone Number	(213)922-3053/ (213)897-7195	Fax Number	(213)922-6353/ (213)897-0648
Email Address	jongB@metro.net / mehdi_salehnik@dot.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
LOS ANGELES	7	3529	245400	9	10/605	31.1	32.3

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTP/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 24	Congressional: 32, 38
	Assembly: 57	
Implementing Agency (by component)	PA&ED: CALTRANS	PS&E: CALTRANS
	RAW: CALTRANS	CON: CALTRANS
Project Title	Interstate 10/605 Transition Connector from SB I-605 to EB I-10	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)
 Los Angeles County, San Bernardino Freeway (I-10) and San Gabriel River Freeway (I-605) Interchange. Construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp.

Description of Major Project Benefits

The weaving conflict on a joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors have resulted in queuing on the outer lane of the westbound I-10 and weaving related accidents. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing southbound I-605 to eastbound I-10 at-grade connector and result in the elimination of the weaving conflict. The benefits of the proposed fly-over connector are that it will provide a direct connection between freeways (I-10 and I-605); eliminate weave movements on this joint segment; reduce the queuing of westbound traffic on I-10; provide for improved goods movement; and enhance the safety and operation of I-10 & I-605 interchange.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Expected Source of Funding from Prop. 1B bonding, CMIA Augmentation and any other funding available thru LACMTA's call for project process

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete	Sept/2006
Notice of Preparation	Document Type: ND July/2007
Begin Circulation of Draft Environmental Document	Aug/2008
Final Approval of Environmental Document	Jan/2009
Completion of plans, specifications, and estimates	Nov/2010
Right-of-way certification	Mar/2011
Ready for advertisement	May/2011
Construction contract award	Aug/2011
Construction contract acceptance	Aug/2013

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transportprog/> and at: <http://www.ctco.ca.gov/>

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District: County: EA:

Describe Project: Post mile: PPNO:

PROJECT DATA

Type of Project Enter "X"

Hwy Capacity Expansion	
Operational Improvement	
Transp MGMT System (TMS)	
Other (describe: freeway connector)	x

Project Location
(1 = So. Cal., 2 = No. Cal., or 3 = rural)

Length of Construction Period years

Duration of Peak Period (AM+PM) hours

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design

	w/o Project	w/ Project	HOV Restriction
Number of General Traffic Lanes	1	2	
Number of HOV Lanes			
Highway Free-Flow Speed (in mph)	35	35	(2 or 3)
Project Length (in miles)	1	1	

Average Daily Traffic

	w/o Project	w/ Project
Current	16,000	
Forecast (20 years after construction)	16,300	16,300
Average Hourly HOV Traffic (if HOV lanes)		
Percent Trucks (include RVs, if applicable)	100%	0
Truck Speed (if passing lane project)	7	7

COMMENTS:

Prepared by: _____

Phone No: _____

E-Mail: _____

CONTACT: Mahmoud Mahdavi

916-653-9525

mahmoud_mahdavi@dot.ca.gov

FAX: 916-653-1447

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)
Fatal Accidents	0
Injury Accidents	33
Property Damage Only (PDO) Accidents	224

Statewide Average for Highway Classification

	w/o Project	w/ Project
Accident Rate (per mil. veh.-miles)	3.10	1.61
% Fatal Accidents	3%	1%
% Injury Accidents	100%	71%

TOTAL PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

2007-2008	\$ 35,230,000
2008-2009	\$ 35,230,000
2009-2010	\$
2010-2011	\$
2011-2012	\$
2012-2013	\$

**Los Angeles County Metropolitan Transportation Authority
CMIA Supplemental Application Information
Interstate 10/605 Transition Connector from SB I-605 to EB I-10**

Description of Corridor

The San Bernardino Freeway (I-10) is an east-west route classified as an interstate freeway that provides commuter access to the Los Angeles Central Business District from San Gabriel Valley, Riverside and San Bernardino Counties. I-605 is a regional interstate facility providing north-south connectivity from the San Gabriel Valley to the City of Long Beach and Orange County via the connection to I-405. Both Freeways experience severe congestion while carrying substantial traffic volumes. The congestion is aggravated by weaving and the accidents in and around the vicinity of the interchange.

The existing interchange is exceptionally congested and a high accident location due to shared freeway-to-freeway connector moves. Instead of a four level interchange with individual freeway-to-freeway connectors separated on their respective levels, the interchange is two-level and traffic utilizing the interchange weaves in short distances to move from one freeway to another as the connectors share common alignments.

The weaving conflict on the joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors results in queuing on the outer lanes of the freeways and weaving and congestion related accidents in the vicinity of the interchange.

Project Description

The Project will construct the flyover connector from Southbound I-605 to the Eastbound I-10. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing shared at-grade connector and result in the elimination of the weaving conflict.

Project Cost

CMIA Request:	<u>\$71,000,000</u>
Total Cost:	\$71,000,000

Project Benefits

The new connector would eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents

Benefits Summary	
▪ B/C Ratio:	0.9
▪ Vehicle Hours of Delay Saved:	400,500
▪ Delay Savings:	\$2.7 million
▪ Current ADT:	36,000
▪ ADT Forecast w/o Project:	36,400
▪ ADT Forecast w/ Project:	36,400

Mobility

The benefits of the proposed fly-over connector include:

- Provide an improved direct connection between I-10 and I-605 as the ramps will be lengthened and the acceleration and merge lanes upgraded to standards;
- Eliminate the conflicting weave movements with the westbound I-10 to southbound I-605 joint connector;
- Reduce the queuing of westbound traffic on the freeways;
- Enhance the safety and operation of I-10 & I-605 interchange;
- Reduce cut through traffic through a section of the City of Baldwin Park that is avoiding the congested interchange.

Connectivity

The Project improves the connectivity between two interstate freeways in the heart of the San Gabriel Valley.

Air Quality Benefits

The air quality benefits accrue to the HOV project east of this improvement. See CMIA Project # 3, Interstate 10 Extend El Monte Busway to County Line.

Safety

This project will eliminate the weaving movements on the shared connector and therefore reduce accidents.

Multi-modal Corridor Improvements Investments

This Project is a companion Project to the I-10 HOV lanes Project where the HOV lanes will reduce congestion. The full effectiveness of the HOV lanes alone will be diminished as the mainline will continue to congest at the vicinity of the interchange without this Project. The mainline freeways experience severe back up due to the lowered capacity of the interchange and the non-standard interchange geometrics which cause severe weaving and slow traffic speeds forcing vehicles to queue as they approach and traverse the interchange.

Mitigating the Project Risks

The Project Study report was recently approved in September 2006 with its cost estimate.

The preferred alternative minimizes the right of way impacts in that only partial takes to accommodate the realignment of the adjacent frontage road were required. The acquisition costs were estimated at \$1.7 million.

The Project Report will be prepared in conjunction with the environmental documentation process.

Corridor Management Approach

Caltrans and Metro are in the process of developing a corridor management plan (CMP) on all corridors for which improvements are submitted for funding from the Corridor Mobility Improvement Account Program (CMIA) to ensure a coordinated, multi-modal, congestion management approach.

Caltrans District 7 is committed to prepare CMPs using a multi-disciplinary and multi-function approach, including but not limited to, representatives from district traffic operations, planning, and maintenance. Participation of other functions such as design, program-project management, and environmental is recommended based on the corridor. Regional agencies, congestion management agencies and modal operators will be involved through all stages of plan development. This effort will be coordinated with Metro's ITS program (see CMP description and ITS project description for more details).

For this corridor, Caltrans and local jurisdictions through coordination with the Los Angeles County Department of Public Works, are participating in the Regional Integration of Transportation Systems Program of Metro to ultimately exchange seamlessly Freeway and arterial traffic and transit information to local agencies, traffic/transit management agencies and traffic information purveyors.

All major arterials and collector roads in the corridor are being signal synchronized and it is planned in the future to create networks to be connected to several Transportation Management Centers.

The project will incorporate fiber optic communications backbone, CCTV, CMS, replace loop detectors, and provide ramp metering.

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

March 19, 2007 (Revised)

Mr. Hasan Ikhrata, Director, Planning & Policy
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Attn: Mr. Rich Macias, Manager, Transportation Planning

Subject: Request the inclusion of the I-5 widening project as modified into the Amendment to the 2004 RTP and 2006 RTIP currently underway

Dear Mr. Ikhrata:

The California Department of Transportation (Caltrans) is requesting that the I-5 widening project from the Los Angeles County Line / Orange County Line to the I-5/605 Interchange be amended into the existing 2004 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP). The proposed project scope as currently identified in the 2004 RTP and 2006 RTIP as a 10-lane facility. The proposed change to the project scope is identified below.

Project Description:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility which will include one HOV lane + 5 mixed flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

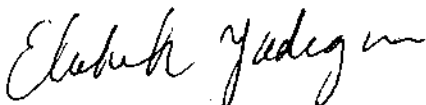
The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

Thank you for your assistance in helping to advance the project identified above. If you have any questions, please call me at (213) 897-0362 or contact me by e-mail at rose_casey@dot.ca.gov.

"Caltrans improves mobility across California"

Mr. Hasan Ikhata
March 16, 2007 (Revised) *HL*
Page 2

Sincerely,

for 
ROSE CASEY
Deputy District Director

Division of Planning, Public Transportation & Local Assistance

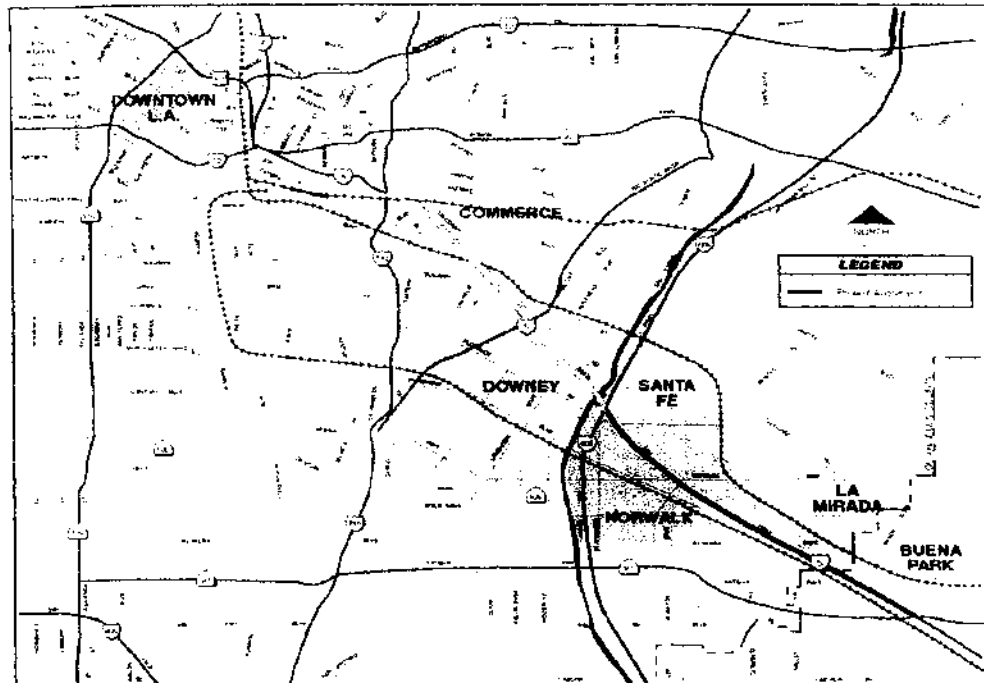
Attachments:

I-5 Widening Map and Fact Sheet

C: Douglas Failing, Director, Caltrans District 07
James McCarthy, Chief, Office of Reg. & Public Transportation & Rail
Sam Alameddine, Chief, Office of Environmental Engineering & Corridor Studies
Tad Teferi, Deputy District Director, Program/Project Management
Ron Kosinski, Deputy District Director, Environmental Planning

CALTRANS	LAE0465	IN VARIOUS CITIES FROM .02 MILE SOUTH OF ARTESIA AVENUE TO .02 MILE NORTH OF FLORENCE AVENUE OVERCROSSING (EA 2159A PPNO 3189) SAFETEA LU #465
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I-5 Widening Project



PROJECT DESCRIPTION:

Reconstruct the existing 6-lane facility into a 12-lane facility between PM 0.0/6.4. The reconstruction will include one or two HOV lane(s) in each direction.

Project Location: Los Angeles County

La Mirada, Santa Fe Springs, Norwalk, and Downey
Orange County, from 91 to LA County line

Project Scope:

- Reconstruct the existing six-lane facility into a 12-lane facility, which will include one HOV lane + 5 Mixed Flow lanes in each direction.
- Replace 17 existing structures
- Construct 3 new structures including a pedestrian over-crossing, a new under-crossing at Bloomfield, and a new RR grade separation at Valley View.
- Reconstruct 5 interchanges to current standards.

Sponsor:

CALTRANS in partnership with

- FHWA
- JPA (Joint Powers Authority)
- MTA (Metropolitan Transportation Authority)

BACKGROUND

The I-5 freeway is a major regional transportation corridor that extends the entire length of the western United States from Mexico to Canada. It also serves as the backbone of the transportation system connecting the major urban centers of Los Angeles county and Orange County. Given the substantial need for greater mobility in this corridor and to meet the anticipated demands, The California Department of Transportation (Caltrans), Los Angeles County Metropolitan Authority (LACMA), I-5 Consortium Cities Joint Powers Authority (JPA), Orange County Transportation Authority (OCTA) adopted a Major Investment Study (MIS) as a long-term strategy for major capacity improvements for the I-5 corridor.

The overall study goal of the study was to develop a cost effective, multi-modal transportation improvement strategy that substantially increases capacity and improves safety and efficiency, while protecting the best interests of the adjacent communities.

The MIS was conducted and supporting documents prepared to support the decisions leading to a set of preferred transportation elements.

PURPOSE AND NEED

The primary purpose of the proposed project is to reduce existing and forecast traffic congestion on Interstate 5 between SR91 and I-605. Reconstruction of Interstate 5 would allow the State to implement current operational and safety design standards, which would improve the overall operation and safety of the corridor.

If the proposed improvements were not implemented in this section of the I-5, the current delays would increase substantially in future years; resulting in longer, then the current 3 hour morning and 4 hour afternoon, peak hour traffic. The proposed HOV lanes would provide a needed linkage in the Interstate 5 HOV system between SR91 and I-605. Truck traffic within segments of this corridor is as much as 10% during peak hours and 20% during off peak hours. Without the improvements proposed by this project goods movement within the corridor and the region would be severely impacted.

PROJECT BENEFITS

The I-5 Ultimate Project is intended to improve mobility in the corridor by substantially increasing capacity and improving safety. Some of the immediate benefits are:

1. Improved regional goods movement
2. Elimination of northbound bottleneck as a result of the lane drop between the Orange County and L.A County line.
3. Improve operation and safety of the mainline
4. Improve operation of major intersections and interchanges in the I-5 Corridor.
5. Provide additional capacity to handle the forecasted demands.
6. Upgrade I-5 corridor to meet current Caltrans and FHWA design standards.
7. Improve access to regional transit and HOV facilities.
8. Improve freeway Level Of Service during AM and PM peak hours
9. Reduce travel time delays and congestion related accidents.

SCHEDULE:

Estimated completion date of Environmental Document: EIR/EIS (Environmental Impact Report/Statement) – May 2007

Construction Phase Begins: 2011

Construction Phase Ends: 2017

COST and FUNDING

Total Programmed Project Costs: \$ 1,155.285 Million

Funding Sources Include:

- Corridor Management Improvement Account (CMIA)
- Regional Transportation Improvement Program (RTIP)
- Inter-Regional transportation Improvement Program (ITIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- State Transportation Improvement Program (STIP)
- Transportation Congestion Relief Program (TCRP)

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

March 27, 2007


Hasan Ikhata
Director of Planning and Policy
Southern California Association of Government
818 W. 7th Street
Los Angeles, CA 90017

Dear Mr. Ikhata:

Following our phone conversation and per your request, please find the attached letter of support from the Golden State Gateway Coalition. The letter of support discusses funding of the different phases of the project. As you are aware this project is very important to reduce congestion and facilitate the movement of people and goods throughout Los Angeles County. It is my understanding that you will place this project as the number one project on the list of FTIP projects that will be amended.

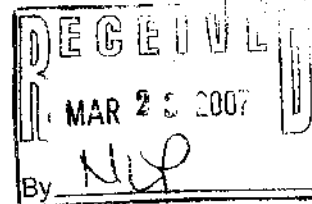
We look forward to hearing from you soon. Please contact me if you have any questions or concerns.

Sincerely,



RAJA MITWASI
Chief Deputy District Director

Sincerely,



*A coalition of community and business leaders focused on the health and vitality of California's transportation backbone:
-- Interstate 5 --*

March 26, 2007

Mr. Doug Failing
District Director
Caltrans - District No. 7
100 S. Main Street
Los Angeles, CA 90012

Post-it Fax Note	7671	Date	3/26/07	# of pages	1
To	DATA MITWAS	From	VICTOR LINDENHEIM		
On Behalf Of	Caltrans	Co	Gateway Coalition		
Phone #		Phone #	661-775-6455		
Fax #	213-897-0360	Fax #			

RE: I-5 HOV AND TRUCK LANE PROJECT (2332E)

Dear Mr. Failing,

On behalf of the Golden State Gateway Coalition (GSGC), I would like to extend my support to Caltrans in their efforts to amend the regional transportation plan (RTP) to allow the use of federal funds for the Project Approval/Environmental Document (PA/ED) work for the I-5 project.

As you know, this project is vitally important to both mobility and goods movement in this rapidly growing area of Los Angeles County. It is for these reasons that GSGC has assisted Caltrans in ensuring the project continues in a timely manner. To that end, GSGC is helping to fund the PAVED (Private - \$ 6 million & federal funds - \$ 1.6 million) and one of our members, Newhall Land and Farming, is funding the design of the early implementation of the southbound truck lane from Pico/Lyons to SR-14 as well as the northbound HOV lane from SR-14 to Weldon Canyon (\$ 5.8 million).

We stand ready to assist in any way with your efforts with SCAG in amending the RTP to include this project as well as the other important regional projects.

Sincerely,

Victor Lindenheim
Executive Director



AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management
Agency

Service Authority for
Abandoned Vehicles

January 22, 2007

Rich Macias
Manager

Transportation Planning and Programs
Southern California Associations of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Macias:

The Orange County Transportation Authority (OCTA) requests an amendment to the 2004 Regional Transportation Plan (RTP). On January 12, 2007, Caltrans and OCTA submitted a total of ten project nominations for consideration for funding from the Corridor Mobility Improvement Account (CMIA). A complete list of these projects and descriptions is included on the attachment.

All of these projects are currently included in the approved RTP. However, three of the proposed projects will require scope revisions to ensure consistency between the RTP and the project nominations. These three projects are:

- SR-22/I-405/I-605 HOV connector with ITS elements
- SR-57 NB add lane from Lambert Road to County Line
- SR-57 NB widen from Katella to Lincoln

Again, these projects are not additions to the RTP. They are all currently included and require only scope revisions.

These projects are among the highest priority highway projects in Orange County. OCTA is eager to see these projects implemented and requests that SCAG make every effort to expedite this request. OCTA is available to assist as possible to help with this process.

Should you have any questions, please feel free to contact Jennifer Bergener at (714) 560-5462 or jbergener@octa.net.

Sincerely,



Kia Mortazavi
Director, Strategic Planning

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

OCTA Corridor Management Improvement Account project nomination

EA #	Project Title
1 71631	SR-22/I-405/I-605 HOV connector with Intelligent Transportation System (ITS) elements. The project proposes to construct direct HOV connectors from SR-22 to I-405, between Seal Beach Blvd. (I-405 PM 22.558) and Valley View St. (SR-22 PM R0.917) and from I-405 to I-605, between Katella Ave. (I-605 PM R1.104) and Seal Beach Blvd. (I-405 PM 22.643), with a second HOV lane in each direction on I-405 between the two direct connectors. This project is Phase II of the SR-22/WOCC widening project. Phase I added an HOV on SR-22 between Glassell Avenue in the City of Orange and Valley View Street in the City of Garden Grove, plus auxiliary lanes between SR-55 and Valley View Street. Included in the proposed project the installation of fiber optic cables in new conduits and Closed Circuit Television (CCTV) on I-405 between SR-22 and ORA/LA County Line, on SR-22 between I-405 and ORA/LA County Line and on I-605 between I-405 and Katella Avenue which would allow Transportation Management Center (TMC) to better monitor and manage traffic information to further improve traffic flow and reduce traffic delay.
2 OG0400	Add one auxiliary lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 The project proposes to add one Eastbound (EB) lane from the SR-241/SR-91 interchange (postmile, (PM) 15.9) to SR-71/SR-91 interchange (Riverside PM 2.9), and widen all EB lanes and shoulders to standard widths. The project involves both Districts 8 and 12, and would enhance safety, improve capacity, operations and regional circulation.
3 OG3300	Widen EB and WB SR-91 from East of SR-55 connector (Lakeview Ave) to East of Weir Canyon Road. The proposed project would add one general-purpose lane on eastbound (EB) SR-91 between the SR-91/55 connector (postmile, (PM) 9.13) and east of Weir Canyon Road interchange (PM 15.35), and on westbound (WB) SR-91 between east of the Weir Canyon Road interchange (PM 15.59) and Imperial Highway (SR-90) interchange (PM 11.43). Additionally, this project would modify the WB on-ramps from Lakeview Avenue interchange in an effort to improve merging conflicts. This project will also upgrade non-standard features to meet current Caltrans standards. The purpose of the project is to mitigate the existing operational deficiency along SR-91 between SR-55 and SR-241. SR-55 merges with SR-91. The right WB lane is dropped at Lakeview Avenue and the second lane is dropped at Imperial Highway creating merging conflicts. There is a high traffic volumes entering the SR-91 at Weir Canyon Road, Imperial Highway and Lakeview Avenue. WB traffic entering the SR-91 going WB at Lakeview Avenue must weave through three lanes from WB SR-91 to SB SR-55, which causes a
4 OC5600	Add one auxiliary lane on WB SR-91 between SR-55/SR-91 connector and Tustin Ave interchange. The project proposes to add one general-purpose lane to westbound (WB) SR-91 beginning at the connector between northbound (NB) SR-55 and WB SR-91 (postmile, (PM) 9.3), through the Tustin Avenue interchange (PM 8.1). There are four alternatives; this proposal is based upon the most extensive modification, requiring construction of three structures: Tustin Avenue overcrossing of SR-91, SR-91 Bridge over the Santa Ana River, and a new Separation structure from NB SR-55 to WB SR-91.
5 OC5700	Connect existing auxiliary lane through interchanges on WB SR-91 between SR-57 and I-5 with ITS elements The project proposes to add a fourth general-purpose lane to WB SR-91 by connecting existing auxiliary lanes through interchanges, forming a continuous lane for approximately 4.5 miles, between the SR-57/SR-91 interchange (postmile, (PM) 5.47) and the I-5/SR-91 interchange (PM 0.87). The project also includes installation of fiber optic cables along EB SR-91 from the LA County line to the Stanton Avenue undercrossing, and closed circuit television (CCTV) and electronic equipment at various locations along EB SR-91 (PM R0.0 to PM R2.8). The purpose of the project is to address the congestion along this heavily-traveled corridor by adding capacity to the road, and to facilitate management of the road by adding information-gathering hardware that will relay road conditions to the Transportation Management Center (TMC) in District 12.
6 OC1200	Add NB lane from Lambert Rd to 0.6 mile North of LA county line This project will add an auxiliary lane on northbound (NB) SR-57 from Lambert Road to 0.6 mile north of the Orange County/LA County line for a total length of 2.03 miles (Postmile (PM) 21.2/LA 0.68). This segment of the freeway has a relatively high percent of truck traffic (12% peak hour and 17.6% mid-day). An up-hill grade on SR-57 north of Lambert Road, combined with congestion at the Lambert Road interchange result in significant slowing of general purpose lanes due to trucks that have slowed for the congestion, but cannot accelerate back to freeway free flow speeds on the grade. The auxiliary lane will provide a lane that will allow slow trucks on the grade not to impede the mainline lanes

OCTA Corridor Management Improvement Account project nomination

EA #	Project Title
7	0F0300 Widen NB from 0.4 mile north of SR-91 to 0.1 mile north of Lambert Road.
	This project will add one general purpose lane on northbound (NB) SR-57 from 0.4 mile north of SR-91 to 0.1 mile north of Lambert Road for a total length of 5.1 miles (Postmile (PM) 16.00/21.10). This segment of the freeway experiences heavy traffic congestion in the NB direction, particularly in the PM peak period. At the SR-57/SR-91 separation, there are three connector lanes that discharge a large volume of traffic from SR-91 onto the NB SR-57. The loss of two general purpose lanes within a mile and a half of the SR-57/SR-91 interchange (at Orangethorpe Avenue and Chapman Avenue) results in insufficient capacity for the traffic north of SR-91. The proposed lane will provide additional capacity in this segment.
8	0F0400 Widen NB from 0.3 mile south of Katella Ave. to 0.3 mile north of Lincoln Ave.
	Currently, there are five northbound (NB) general purpose lanes between the I-5/SR-22/SR-57 interchange and the Katella Avenue off-ramp, and four general purpose lanes between Katella Avenue and the NB off ramp to WB SR-91. However, the traffic volume is higher on the four lane Katella to SR-91 segment (up to 247,000 AADT) than on the five lane SR-22 to Katella segment (up to 223,000 AADT). This results in chokepoint conditions approaching SR-91. This project will widen NB SR-57 from 0.3 mile south of Katella Avenue (Postmile (PM) 12.25) to 0.3 mile north of Lincoln Avenue (PM 15.17) with a total length of 2.92 miles.
9	0E3100 Reconstruct Interchange at I-5/SR-74.
	The project proposes to reconfigure the existing I-5/SR-74 interchange, to facilitate traffic movement and alleviate congestion along the on- and off-ramps. This is a congestion choke point due to high demand from local traffic, which queues at peak hours along both highways, resulting in Level of Service (LOS) F. There are five build alternatives under consideration, two of which propose short-term improvements to provide enough capacity for current deficiencies at the interchange. The other three would provide additional capacity to accommodate traffic growth projected to 2030.
10	0C5100 Gene Autry Way transitway interchange and westerly extension
	The project proposes to complete the interchange of Gene Autry Way over I-5 by building an overcrossing over the southbound I-5 and frontage roads.

Philip Law

From: Shirley Medina [SMEDINA@rctc.org]
Sent: Thursday, January 18, 2007 2:47 PM
To: Naresh Amatya; Philip Law
Cc: Rosemary Ayala; Rich Macias
Subject: RTP amendment

We provided staff with a copy of our CMIA submittal. Two of our CMIA projects are inconsistent with the RTP, and therefore, need to be included in the RTP modeling. Three other projects need to be included in the modeling effort so that they can proceed to the design phase.

1. CMIA: I-15 from Bundy Canyon Road to the I15/215 South Junction. The project we are nominating is adding a Mixed Flow lane (1 in ea direction) on this segment.
2. CMIA: We are proposing an HOV lane (1 in ea dir) from the 60/215 E Jct to Nuevo Road (in Perris). South of this project, widening will be to add MF lanes (1 in ea direction) to the I15/215.
3. SR 60/ Nason IC. This project is an urgent programming need. The widening of the overcrossing states 6 lanes in the current RTIP, and it needs to be changed to 4 lanes. The environmental document is nearly complete and approval of it requires this change.
4. I215/Van Buren IC. Based on an earlier email sent to Rosemary and Philip this project is modeled but needs to be adjusted. Please refer to previous information (exhibit and emails) provided regarding project details. The environmental document is expected to be complete the end of the year and approval will be based on the accurate modeling.
5. I215/Newport IC
This project is in the current TIP, but is not modeled. The env. doc. is nearing completion and needs to be modeled so that Caltrans can approve the env. doc.

If you have any questions, feel free to contact me. Thanks.

Philip Law

From: Ken Lobeck [klobeck@rctc.org]
Sent: Thursday, February 01, 2007 3:24 PM
To: John Asuncion; Rosemary Ayala
Cc: paul_fagan@dot.ca.gov; Shirley Medina; Philip Law; David Rubinow
Subject: Riverside County Project Submissions for RTP Amendment

Attachments: RIV060120 - I-215 Van Buren Blvd Modeling Details.doc; I-215 Van Buren Blvd IC Exhibit.pdf



RIV060120 - I-215 I-215 Van Buren
Van Buren Bl... Blvd IC Exhi...

Rosemary and John:

There are four projects RCTC is requesting scope changes to be included in the RTP amendment along with the CMIA submission.

The four projects are:

RIV041052 - SR60/Nason St and Moreno Beach Dr ICs:

Requested change: Reduce the through lane capacity change for the Nason St IC portion from the existing "widen 2 to 6 lanes" to be "widen 2 to 4 lanes". This is a down scoping action due to a land change that now only requires the Nason St IC OC to be 4 through lanes (2 mixed flow lanes in each direction). The arterial is also only planned to be 4 lanes before and after the IC.

RIV060120 - I-215/Van Buren Blvd IC:

Attached is the modeling details list and project exhibit to complete remodeling actions. Also note that the revised estimated total project cost has increased from the previous identified cost of \$64,050 to \$95,000.

RIV050501 - I-215/SR74/G St IC:

Requested change: Change the number of improvement through lanes from 8 "widen 2 Ln OC w/ 8 ln OC..." to be only 4 through lanes (2 in each direction), "widen 2 Ln OC w/ 4 Ln OC..."

This is a programming correction. A recent PDT meeting discovered that the number of "lanes" included the left-turn pocket lanes rather than correctly identifying the number through lanes only as 4 total (2 mixed flow lanes in each direction)

RIV050534 - I-215/Newport Ave IC:

Requested change: The project is not modeled currently in the RTIP, but the actual environmental document sign-off will be approximately April 2008. The project needs to move into PS&E without delay. Project modeling is requested. PS&E, R/W, and construction phases funding will be added through the RTIP amendment. The modeling details and project exhibit will be sent in a separate email to avoid a memory issue with this email.

Please let me know if RCTC identified any other target projects for the RTP amendment (not CMIA related) that we may have sent SCAG in earlier emails. Presently, the above four projects are the only projects beyond the CMIA submission that I know of that need to be part of the RTP amendment.

Please let me know if you have any questions.

Many thanks again for the chance to remodel the projects!

Ken

**Project Modeling Details
(Based on Alternative 2E)**

1. Arterial Through Lanes:
Existing: 2 (1 in each direction)
Improvement: 4 (2 in each direction)
2. I-215 Project Limits Post Miles:
Begin: 32.32
End: 35.93
3. Arterial Cross Street Limits:
East of I-215: Museum entrance street (approximately 1,300 feet east of the IC)
West of I-215: (Future) Opportunity Way – approximately 1,600 feet west of the IC
4. Ramp Lanes:
Northbound Exit Ramp:
Existing: 1 lane
Improvement: 2 lanes exit off of I-215. Expands to 3 lanes to include 1 dedicated right turn lane and 2 left turn lanes at the arterial intersection.

New Eastbound to Northbound Entry Ramp (just south of OC):
Existing: 0 lanes
Improvement: 3 lanes at ramp entry (2 mixed flow and 1 dedicated HOV lane). Lanes merge back to a single lane for entry onto I-215.

Existing Northbound Entry Ramp:
Existing: 1 lane
Improvement: 2 lanes at ramp entry (1 mixed flow lane and 1 dedicated HOV lane). Lanes merge back to a single lane for entry onto I-215. Single lane continues as an auxiliary lane northbound to Cactus Ave

Southbound Exit Ramp:
Existing: 1 lane
Improvement: 2 lanes (1 aux lane from Cactus Ave terminating at exit ramp lane) which expands to 3 lanes at arterial intersection providing 1 dedicated left-turn lane and 2 right-turn free-lanes that become receiving lanes onto the Van Buren Blvd westbound arterial.

Southbound Entry Ramp:
Existing: 1 lane
Improvement: 2 dedicated right-turn lanes from the arterial that expand to 3 lanes providing 2 mixed flow entry lanes and 1 dedicated HOV lane. The three lanes merge back to a single lane for entry onto southbound I-215.

5. New I-215 Auxiliary Lane:

Northbound I-215: A single aux lane will be added just north of the IC connecting to the existing northbound entry ramp proceeding north and terminating at Cactus Ave (terminates at the exit ramp). The aux lane does not proceed through Cactus Ave IC.

Southbound I-215: A single aux lane will be added just south of Cactus Ave IC connecting to the southbound entry ramp proceeding south and terminating at the Van Buren Blvd IC (terminates at the exit ramp). The aux lane does not proceed through the Van Buren Blvd IC.

Sample revised description for the RTIP to occur as part of the March 2007 amendment (also to include additional funding to the construction phase to eliminate the programming shortfall)

"I-215/VAN BUREN BLVD IC: RECON/WIDEN 2 to 4 LNS, (Museum-Opportunity), ADD NEW NB 3 LN ENTRY RAMP & WIDEN RAMPS 1 to 2 & 3 LNS, w/ HOV ENTRY LNS, ADD NB/SB AUX LN TO CACTUS (EA 0E520K)"

RTIP description includes:

- ☒ Through lane capacity change (2 to 4 lanes)
- ☒ Arterial cross street limits identified (Museum entrance St east of IC to future Opportunity Way west of IC)
- ☒ New 3 lane entry ramp identified
- ☒ Ramp lane widening identified
- ☒ Inclusion of HOV entry ramp lanes identified (general)
- ☒ Aux lanes and limits identified

Project 's conformity code will remain as a standard "Non Exempt" project with regional significance identified to "Freeways". Project is not a Transportation Control Measure (TCM) project.



VENTURA COUNTY TRANSPORTATION COMMISSION

950 County Square Dr., Suite 207 Ventura, California 93003 (805) 642-1591 fax (805) 642-4860

January 2, 2007

Mr. Hassan Ikhata
Director of Planning and Policy
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Subject: RTP Amendment for Route 101 Widening Corridor Mobility Improvement Account
(CMIA) Project

Dear Mr. Ikhata:

On December 6th I submitted a request for an amendment to the 2004 Regional Transportation Plan (RTP), to incorporate the Route 101 Widening project which VCTC is planning to nominate to the California Transportation Commission (CTC) for Corridor Mobility Improvement Account (CMIA) funding. Subsequently, Rich Macias sent a letter to all the county transportation commissions, officially informing us of the need to submit an RTP Amendment request for CMIA projects not currently in the RTP. This letter described documentation needed for an RTP amendment, and some of this documentation had not been included in my December 6th submittal to you. Accordingly, I am enclosing with this letter the complete documentation requested in Mr. Macias' letter. Once again, VCTC requests that this project, the Route 101 Widening from Mussel Shoals to the Santa Barbara County Line, be amended into the 2004 RTP.

We appreciate SCAG's efforts to establish a process for amending the CMIA projects into the RTP as quickly as possible. If we can be of any further assistance, do not hesitate to contact Peter De Haan of my staff at (805) 642-1591, extension 106, or pdehaan@goventura.org.

Sincerely,

Ginger Gherardi
Executive Director

cc. Rich Macias

G:\PETER\07-1\RTIPAmend.doc

VEN/SB Highway 101 HOV Widening RTP Amendment Project Documentation

PURPOSE AND NEED

This project represents one component of a larger corridor improvement strategy on Route 101 in Western Ventura and Southern Santa Barbara Counties. This 16-mile corridor begins at Mussel Shoals in Ventura County (PM R39.8) and continues to Milpas Street (PM 12.8) in Santa Barbara County. Route 101 in this corridor travels through the unincorporated areas of Santa Barbara and Ventura Counties as well as the City of Carpinteria and part of the City of Santa Barbara. The purpose of the project is to reduce delay, improve safety, and facilitate goods movement, regional, and interregional travel.

Route 101 in this area is a four-lane freeway/expressway between six-lane freeway segments at each end. Current AADT ranges from 65,000-106,000 with projected 2030 AADT ranging from 85,000-145,000. Within the corridor Level of Service (LOS) "F" conditions occur during the weekday AM and PM peak hours as well as on weekends. Under the no-build scenario peak hour congestion is expected to increase to over 16 hours daily by 2030.

Route 101 is a Focus Route, part of the National Highway System and a major interregional route connecting San Francisco and Los Angeles. Regionally, it is also the only viable alternative for commuter travel and goods movement between Santa Barbara and Ventura. The Pacific Ocean and the steep coastal mountains physically constrain travel options. This means a vast array of traffic uses Route 101 and congested conditions delay not only local traffic and commuters but also transit, tourists, commercial trucks, and emergency vehicles. There are few local parallel routes and they operate close to capacity in the peak hour. When there is any event affecting one or more lanes on Route 101 traffic diverting to these roadways stretches them beyond capacity.

BACKGROUND

In 2004 SBCAG launched "101 in Motion" that resulted in a number of congestion relieving projects including the addition of an HOV lane in each direction from the Ventura County line to Milpas Street. In Ventura County, the Congestion Management Program adopted by VCTC in March 2005 recommends adding an HOV lane in each direction on Route 101.

Both the "101 in Motion" plan and the Congestion Management Program take a multimodal approach to relieving congestion and incorporate rail, interregional bus, ITS and highway improvements in their management strategies. The costs and scope of the improvements contained in these plans preclude them from

being implemented all at once. Therefore the most efficient approach is to phase improvements along the corridor in a logical manner.

Both VCTC and SBCAG have demonstrated a commitment to reducing congestion along the 101 corridor. Both agencies have programmed more than \$216 million in Regional Improvement Program STIP funds and local Measure D funds (SBCAG) since 1998 to improve Highway 101 in Ventura and Santa Barbara Counties. In addition, Caltrans District 5 has programmed more than \$40 million in SHOPP and Interregional Improvement Program projects since 1998.

DESCRIPTION

The portion of the project in the SCAG region will add one HOV lane in each direction in the median from Mobil Pier Road UC near Mussel Shoals in Ventura County to the Santa Barbara County Line. The project will also add ITS features and a pedestrian undercrossing for beach access at La Conchita, and close the three median openings within the project segment (PM R 39.8 to 40.3, total of 3.8 miles).

The project to be nominated for CMIA funds includes continuation of the HOV Lane and ITS features into Santa Barbara County from the Ventura County Line to south of Casitas Pass Road in Santa Barbara County (PM 0.0 to 2.2).

Modeling Information: from 4 mixed flow lanes to 4 mixed flow + 2 HOV lanes for a total of 6 lanes from (PM R 39.8 to 2.4, total of 6.0 miles). On and Off-lanes at Mussel Shoals and La Conchita will be extended for better acceleration and deceleration, but will remain single lanes. The existing three median openings located near the communities of La Conchita and Mussel Shoals will be closed. The expressway will remain an expressway because the existing vehicle parking and bike lane located on southbound Highway 101 within the project segment will remain.

COST

\$77 Million *Total Cost within SCAG region (Caltrans Support and Construction).*

The total cost to implement the proposed CMIA project segment from Mobil Pier Road UC near Mussel Shoals in Ventura County, to south of Casitas Pass Road in Santa Barbara County, is \$151 million. Right-of-way is not needed as the HOV lanes can be added in the median within existing Caltrans right-of-way.

The following is the combined cost breakdown for both Ventura and Santa Barbara County portions of the project (dollars in thousands):

PA&ED:	\$ 3,840
PS&E:	14,800
ROW:	1,090
CON:	<u>131,740</u>
	\$ 151,470

FUNDING SOURCE

100% CMIA funds – all phases.

SCHEDULE

Project Delivery Milestones:

PSR Complete:	January 2007
Environmental Document Complete:	October 2008
PS&E Complete:	June 2010
ROW Certification Complete:	October 2010
Ready for Advertisement:	October 2010
Construction Contract Award:	February 2011
Construction Contract Acceptance:	August 2013

BENEFITS

The "101 in Motion" final report provided information regarding how the segment of Route 101 from the Ventura County line to Milpas Street (PM 0.0 to 12.8) was performing. The corridor that is proposed for CMIA funding is part of that segment. Using this information the final report indicates that adding an HOV lane in each direction (along with the other components of the final improvement package) would provide the following corridor benefits:

- Improve mobility by 13-15 minutes from Ventura to Stearn's Wharf in Santa Barbara;
- Reduce travel time between Goleta and Carpinteria by 13-15 minutes during peak;
- Save approximately 13,836 person hours of delay (2,767,200 hours per year) in the automobile and 520 hours of delay on transit every weekday (104,000) hours per year;

- Enhance reliability by improving LOS on 18 segments of Highway 101. An HOV lane in each direction will improve LOS to "D" in the peak hours by 2030.

Widening the freeway to 6 lanes would improve safety. Based on field reviews and accident analysis this corridor has a high accident concentration primarily caused by recurrent congestion. In 1994 there were 400 accidents along the corridor and in 2003 there were 913 accidents. This demonstrates an accident increase of 128% in less than 10 years. Of those accidents 46 were fatalities. Between 2001 and 2003, 47% of all collisions occurred during commute hours. Actual collision rate is 1.08 per MVM compared to the statewide average of .88. Given the significant accident increase that occurred since 1994 in conjunction with increased congestion, the accident rate would be expected to be significantly reduced by the proposed project due to reduced congestion.

2006 Regional Transportation Improvement Program
Amendment #06-08

Project Listings by County

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)

PROJECT LISTING REPORT

County: LOS ANGELES

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM SCAG Approved Amendments Local Highway Projects, State Highway Projects, Transit Projects Cost in Thousands

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment
CALTRANS	LA0073	SCAB	1404	CAN69	5	0.1	6.8	S	TCM	2	8

LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION, WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2509).
TCRP#42.2&42.1

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Prior	STCASH	12,821	5,273	0	18,094									
Prior	STCASH	12,599	0	0	12,599									
Prior	STCASH	1,068	408	0	1,476									
Prior	TCRF	6,000	0	0	6,000									
2006/2007	CMAQ	0	0	19,739	19,739									
2006/2007	PC25	0	25,227	32,282	57,509									
2006/2007	TCRF	0	16,000	0	16,000									
2007/2008	TCRF	0	47,000	0	47,000									
2008/2009	DEMOST	0	832	0	832									
2008/2009	STCASH	0	73,145	0	73,145									
2009/2010	PC25	0	19,245	0	19,245									
2009/2010	TCRF	0	56,000	0	56,000									
2010/2011	CMAQ	0	0	57,700	57,700									
2010/2011	CMIA	0	0	387,000	387,000									
2010/2011	PC25	0	117,208	113,322	230,530									
2011/2012	STCASH	0	0	152,416	152,416									
		32,488	360,338	762,459	1,155,285									

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment
CALTRANS	LA000358	SCAB	1220	CAN69	5	26.7	36.4	S	TCM	3	8

FROM ROUTE 134 TO ROUTE 170 HOV LANES (0 TO 10 LANES) (CFP 346)(2001 CFP 8356). (EAP 12181,12182,12183,12184 PPNO 0142F-151E:3985,3987) SAFETEA LU# 570

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Prior	STCASH	2,861	0	0	2,861									
Prior	STCASH	17,968	340	0	18,308									
2006/2007	PC25	10,750	18,785	0	29,535									
2006/2007	STCASH	7,725	0	0	7,725									
2006/2007	STCASH	3,203	1,650	17,280	22,133									
2007/2008	PC25	2,032	37,865	0	39,897									
2007/2008	STCASH	0	3,560	0	3,560									
2008/2009	CMAQ	0	0	2,289	2,289									
2008/2009	CMIA	0	0	73,000	73,000									
2008/2009	DEMOST	0	0	400	400									
2008/2009	PC25	0	0	270,753	270,753									
2008/2009	STCASH	0	0	2,185	2,185									
2008/2009	STCASH	0	0	134,573	134,573									
2009/2010	PC25	0	0	2,320	2,320									
		44,539	62,200	502,800	609,539									

Printed May 21, 2007

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM															
Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment				
CALTRANS	LAE0465	SCAB		PLN40		S	44.9	59.0	S	NOT EXEMPT/NOT IN RTP	2	8			
■ IN LA/SANTA CLARITA ON RTE 5 FROM SR14 TO PARKER RD. HOV & TRUCK LANE IMPROVEMENT(EA 23320 PPNO 3189) SAFETEA LU #465															
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	2006/2007	PVT	3,000	0	0	3,000									
	2007/2008	DEMOST	1,300	0	0	1,300									
	2007/2008	PVT	3,200	0	0	3,200									
	2007/2008	STAL-S	400	0	0	400									
	2008/2009	DEMOST	300	0	0	300									
			8,200	0	0	8,200									
CALTRANS	LA0F098	SCAB		CAN65		10	31.1	32.3	S	EXEMPT	2	8			
■ LA COUNTY F-10 AND H-05 IC: CONSTRUCT ONE/TWO LANE BRIDGE STRUCTURE, BRANCHING OFF SB OF RTE 605 TO EB OF RTE 10 AT-GRADE CONNECTOR RAMP (EA 24540, PPNO 3529)															
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	2007/2008	NH-SHO	5,480	5,510	0	12,000									
	2010/2011	NH-SHO	0	0	58,460	58,460									
			6,480	5,510	58,460	70,460									
CALTRANS	LA0B408	SCAB	L472	CAX69		405	28.8	39.0	S	NON-EXEMPT	2	8			
■ IN LA FROM RTE 10 TO RTE 101 WIDEN FOR HOV LANE & MODIFY RAMPS, ADD NEW WB ON RAMP AT SUNSET & HOV INGRESS/EGRESS AT SANTA MONICA BLV(EA 12030, PPNO 085TG, SAFETLU # 1302, 1934)															
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	Prior	TCRF	15,000	0	0	15,000									
	2007/2008	DEMOST	33,000	71,000	0	104,000									
	2007/2008	TCRF	27,000	0	0	27,000									
	2008/2009	CMIA	0	0	730,000	730,000									
	2008/2009	DEMOST	0	26,000	0	26,000									
	2008/2009	TCRF	0	0	48,000	48,000									
			75,000	97,000	778,000	950,000									
BELL GARDENS	LA0F099	SCAB		NCR28		0	0.0	0.0	T	TCM	2	8			
■ TRANSIT CENTER AND PARK AND RIDE, CONSIST OF BUS STOP AMENITIES INCLUDING NEW BUS SHELTER, BENCHES, LANDSCAPING ETC. THE TRANSIT CENTER WILL BE SUPPORTED BY A283 SPACE PARK & RIDE															
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	2007/2008	5309c	0	0	396	396									
	2007/2008	CITY	0	0	99	99									
			0	0	495	495									
Grand Totals:			166,717	525,048	2,102,214	2,793,979									

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)

PROJECT LISTING REPORT

County: ORANGE

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM SCAG Approved Amendments Local Highway Projects, State Highway Projects, Transit Projects Cost in Thousands

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment
IRVINE	ORA110602	SCAB		CAX75	0	0.0	0.0	L		3	8

WIDENING OF LAGUNA CANYON/1405 OVERCROSSING FROM 2 LANES TO 4 LANES

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2006/2007	CITY	533	0	0	533									
2006/2007	DEV FEE	327	0	0	327									
2008/2009	CITY	0	1,117	0	1,117									
2008/2009	DEV FEE	0	684	0	684									
2010/2011	CITY	0	0	5,810	5,810									
2010/2011	DEV FEE	0	0	3,560	3,560									
		860	1,801	9,370	12,031									

CALTRANS	ORA030602	SCAB		CAR63	5	0.0	0.0	S	NON-EXEMPT	3	8
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IN SAN CLEMENTE - SB CAMINO DE ESTRELLA - WIDEN OFF RAMP FROM 1 TO 2 LANES AND WIDEN OVERCROSSING FROM 5 TO 7 LANES (1 WB LEFT TURN LANE AND 1 E/B LANE)

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2009/2010	NH-SHO	3,009	987	8,117	12,113									
		3,009	987	8,117	12,113									

SAN JUAN	ORA120326	SCAB		NCRT3	5	0.0	0.0	S	NON-EXEMPT	2	8
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ICTA - AT I-5 AND SR-74/ORTEGA HWY - REBUILD INTERCHANGE INCLUDING WIDENING OF SR-74 OVERCROSSING

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Prior	CITY	20	0	0	20									
Prior	IM	800	0	0	800									
2006/2007	ORA-RIP	2,500	0	0	2,500									
2008/2009	STP-RIP	4,873	32,852	0	37,725									
2010/2011	DEV FEE	0	0	20,000	20,000									
2010/2011	STP-RIP	0	0	14,775	14,775									
		8,193	32,852	34,775	75,820									

CALTRANS	ORA030604	SCAB		CAR63	5	13.7	15.0	S	NON-EXEMPT	3	8
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IN THE CITY OF MISSION VIEJO SB OFFRAMP AT CROWN VALLEY PARKWAY - WIDEN OFF RAMP FROM 4 TO 5 LANES

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2008/2010	NH-SHO	568	20	1,808	2,396									
		568	20	1,808	2,396									

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment			
CALTRANS	ORA000193	SCAB	O343	CAR62	22	0.0	0.7	S	TCM	2	8			
■ HOV CONNECTORS ON 22/405 BTWN SEAL BEACH BLVD & VALLEY VIEW & ON 405/805 BTWN KATELLA AVE & SEAL BEACH BLVD WITH 2ND HOV LANE IN EACH DIRECTION ON 405 BTWN CONNECTORS EA 071631														
Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2006/2007	CMAQ	26,000	0	0	26,000									
2007/2008	CMAQ	0	28,500	0	28,500									
2008/2009	CMAQ	0	0	25,131	25,131									
2009/2010	CMAQ	0	0	40,241	40,241									
2009/2010	CMIA	0	0	200,000	200,000									
2010/2011	CMAQ	0	0	80,128	80,128									
		26,000	28,500	345,500	400,000									
ORANGE COUNTY TRANS AUTHORITY (OCTA)														
ORA030610	SCAB			NON21		55	0.0	0.0	S	NON-EXEMPT	2	8		
■ ADD SOUTHBOUND AUXILIARY LANE FROM DYER TO MACARTHUR														
Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2007/2008	STCASH	578	8	0	586									
2009/2010	STCASH	0	0	2,033	2,033									
		578	8	2,033	2,619									
CALTRANS														
ORA030603	SCAB			CAR63		55	7.8	9.2	S	NON-EXEMPT	3	8		
■ CONSTRUCT 1 AUX LANE ON S/B SR-55 BETWEEN E EDINGER AVE OFF RAMP AND DYER RD ON RAMP														
Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2009/2010	NH-SHO	6,158	1,082	21,643	28,883									
		6,158	1,082	21,643	28,883									
CALTRANS														
ORA120333	SCAB			CAR63		57	12.2	15.7	S	NON-EXEMPT	1	8		
■ EXIST 4 MF N/B, WIDEN TO 5 MF LANES N/B FROM 0.3 MI S/O KATELLA TO 0.3 MI N/O LINCOLN (2.92 MILES) - OF 0400														
Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2007/2008	ORA-FW	1,176	0	0	1,176									
2009/2010	ORA-FW	3,528	1,690	0	5,218									
2010/2011	CMIA	0	0	20,086	20,086									
2010/2011	ORA-FW	0	0	14,606	14,606									
		4,704	1,690	34,692	41,086									
CALTRANS														
ORA120332	SCAB			CAX63		57	16.0	21.1	S	NON-EXEMPT	1	8		
■ ADD ONE MF LANE ON NB SR-57 FROM 0.4 MI N/O SR-81 TO 0.1 MI N/O LAMBERT RD (5.1 MILES) EA OF 0300														
Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2006/2007	ORA-FW	1,662	0	0	1,662									
2007/2008	ORA-FW	12,240	1,550	0	13,790									
2009/2010	CMIA	0	0	70,000	70,000									
2009/2010	ORA-FW	0	0	54,548	54,548									
		13,902	1,550	124,548	140,000									

SCAG Approved Amendments

Project ID Air Basin Model No Program Code RTE Begin End System Conformity Category Element Amendment

ORA030601 SCAB CAR62 91 9.1 15.4 S

■ ADD 1 MF LANE E/B BTWN 91/55 CONNECTOR & E OF WEIR CYN RD IC - WB BTWN E OF WEIR CYN RD IC & IMPERIAL HWY; MODIFY WB ON RAMP'S FROM LAKEVIEW AVE TO IMPRV MERGE- 063300

Year Fund Eng R/W Cons Total Prior 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 Total Grand Total

2007/2008 STP-RIP 13,813 0 0 13,813

2008/2009 STP-RIP 0 3,510 0 3,510

2011/2012 CMIA 0 0 22,000 22,000

2011/2012 STP-RIP 0 0 56,677 56,677

13,813 3,510 78,677 96,000

CALTRANS ORA120336 SCAB CAR63 91 15.9 2.9 S NON-EXEMPT 1 8

■ SR-91 EASTBOUND LANE ADDITION BETWEEN SR-241 & SR-71, & IMPROVE NB SR-71 CONNECTOR FROM SR-91 TO STD ONE LANE AND SHOULDER WIDTH. 060400

Year Fund Eng R/W Cons Total Prior 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 Total Grand Total

2006/2007 AGENCY 1,700 0 0 1,700

2007/2008 AGENCY 6,700 660 0 7,360

2008/2009 CMIA 0 0 71,440 71,440

8,400 660 71,440 80,500

ORA030605 SCAB CAR63 405 0.0 0.0 S NON-EXEMPT 1 8

■ CONSTRUCT ONE ADDITIONAL ALL PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS FROM SR 73 THROUGH THE LA COUNTY LINE #317

Year Fund Eng R/W Cons Total Prior 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 Total Grand Total

2007/2008 AGENCY 150 0 0 150

2007/2008 DEMOST 1,655 0 0 1,655

2007/2008 ORAFWY 3,000 0 0 3,000

2008/2009 AGENCY 368 0 0 368

2008/2009 DEMOST 414 0 0 414

5,587 0 0 5,587

ORA030612 SCAB TRNH6 0 0.0 0.0 T EXEMPT 2 8

■ PLACENTIA TRANSIT STATION- E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING

Year Fund Eng R/W Cons Total Prior 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 Total Grand Total

2006/2007 AGENCY 550 3,500 0 4,050

2008/2007 PTA-RIP 2,500 0 0 2,500

2009/2010 PTA-RIP 0 0 16,600 16,600

3,150 3,500 16,600 23,250

Grand Totals: 94,322 76,160 749,203 920,285

ORANGE COUNTY TRANS AUTHORITY (OCTA)

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ORANGE COUNTY TRANS AUTHORITY (OCTA)

Printed May 17, 2007

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)
PROJECT LISTING REPORT

County: RIVERSIDE

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM										SCAG Approved Amendments				Local Highway Projects, State Highway Projects, Transit Projects						Cost in Thousands			
Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element		Amendment											
MORENO VALLEY	RIV041052	SCAB	R357	CAXT3	60	17.9	18.8	S	NON-EXEMPT	2		8											
	■ SR60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON OC 2 TO 4 LNS; MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS; REALIGN/WIDEN RAMPS, ADD WB ON RAMP, ADD EBWB AUX LN (EA: 323010)														Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	Year	Fund	Eng	R/W	Cons	Total																	
	Prior	WRVTU	800	0	0	800																	
	2006/2007	WRVTU	1,200	0	0	1,200																	
	2007/2008	WRVTU	1,200	3,500	0	4,700																	
	2008/2009	WRVTU	600	5,500	7,000	13,100																	
2009/2010	WRVTU	0	0	23,000	23,000																		
2010/2011	WRVTU	0	0	12,000	12,000																		
			3,800	9,000	42,000	54,800																	
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070308	SCAB		CAX66	91	0.4	3.7	S	NON-EXEMPT	2		8											
	■ AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT FLY-OVER CONNECTOR, CONSTRUCT EB CD LNS (GREEN RIVER TO SERFAS CLUB ICs), CONSTRUCT WB AUX LN (SERFAS TO JCT 71) (OF 162)														Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	Year	Fund	Eng	R/W	Cons	Total																	
	2007/2008	STCASH	5,273	0	0	5,273																	
			5,273	0	0	5,273																	
	RIV010212	SCAB	R362		CAX62	91	15.6	21.6	S	TCM	2		8										
	■ ON SR91 - ADAMS TO 60215 IC: ADD HOV LNS, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EBWB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS														Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Year	Fund	Eng	R/W	Cons	Total																		
Prior	CMAQ	13,070	0	0	13,070																		
Prior	TCRF	3,700	0	0	3,700																		
2007/2008	STCASH	0	24,263	0	24,263																		
2010/2011	CMAQ	0	0	34,546	34,546																		
2010/2011	CMIA	0	0	157,198	157,198																		
		16,770	24,263	191,744	232,777																		
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070305	SCAB		CAX63	215	9.0	15.5	S	NON-EXEMPT	2		8											
	■ ON I-215 IN SW RIV CO FROM I-15/215 JCT TO SCOTT RD: CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION (WIDENS I-215 FROM 4 TO 6 MF LANES - 3 in each direction) (EA: OF 161)														Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
	Year	Fund	Eng	R/W	Cons	Total																	
	2007/2008	STCASH	3,623	0	0	3,623																	
	2008/2009	STCASH	3,548	50	0	3,598																	
	2010/2011	CMIA	0	0	38,570	38,670																	
	2010/2011	STCASH	0	0	16,530	16,530																	
		7,171	50	55,100	62,321																		

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM										SCAG Approved Amendments				Local Highway Projects, State Highway Projects, Transit Projects				Cost in Thousands	
Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment								
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070309	SCAB		CAX63	215	15.5	28.1	S	NON-EXEMPT	2	8								
	■ ON I-215 IN SW RIV CO FROM SCOTT RD TO NUEVO RD IC: CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION(WIDENS I-215 FROM 4 TO 6 LANES - 3 in each direction) (EA: 0F162) (PA&ED)																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	2007/2008	STCASH	9,392	0	0	9,392													
			9,392	0	0	9,392													
RIVERSIDE COUNTY	RIV050534	SCAB		CARH3	215	17.7	19.3	S	NON-EXEMPT	2	8								
	■ I-215/NEWPORT RD IC: RECONWIDEN 4 TO 6 LNS (HAUN-ANTELOPE), ADD NB & SB 2 LN LOOP ON RAMP, RECON NB+SB ON/OFF RAMP, WIDEN SB ON/2 TO 3 LNS, ADD HOV LN TO NB & SB ON (EA: 0J440)																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	290	0	0	290													
	2006/2007	WRVTU	710	0	0	710													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	AGENCY	1,050	0	0	1,050													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
	■ I-215 AT SR74/G ST IC: REPLACE 2 LN OC W/ 4 LN OC & WIDEN REDLANDS AVE (4th to SAN JACINTO), WIDEN/REALIGN RAMP, MODIFY 4th ST (G to EASTERLY TERMINUS) & RECONSTRUCT INTERSECTIONS																		
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
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	2006/2007	DEMOST	480	0	0	480													
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	2006/2007	DEMOST	480	0	0	480													
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	Prior	WRVTU	1,050	0	0	1,050													
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	Prior	WRVTU	1,050	0	0	1,050													
	2006/2007	DEMOST	480	0	0	480													
RIVERSIDE COUNTY	RIV050501	SCAB		CAXT3	215	25.5	27.0	S	NON-EXEMPT	2	8								
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	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total				
	Prior	WRVTU	1,050	0	0	1,0													

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM										SCAG Approved Amendments				Local Highway Projects, State Highway Projects, Transit Projects				Cost in Thousands			
Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment										
MARCH JOINT POWERS AUTHORITY	RIV060120	SCAB	R366	CAYT3	215	32.3	35.9	S	NON-EXEMPT	2	8										
	■ I-215/VAN BUREN BLVD IC: RECON/WIDEN/IC 2 TO 4 LNS (Museum-Opportunity), ADD NB 3 LN ON RAMP & WIDEN RAMPS 1 to 2 & 3 LNS w/ HOV ENTRY LNS, ADD NB/SB AUX LN TO CACTUS (EA 06520K)																				
	Year	Fund	Eng	R/W	Cons	Total	Prior				2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total				
	2006/2007	WRVTU	550	0	0	550															
	2007/2008	DEV FEE	3,000	0	0	3,000															
	2007/2008	WRVTU	500	0	0	500															
	2008/2008	AGENCY	0	2,000	0	2,000															
	2008/2008	DEV FEE	0	1,000	0	1,000															
	2008/2008	WRVTU	1,500	0	0	1,500															
	2009/2010	AGENCY	0	0	50,000	50,000															
	2009/2010	DEV FEE	0	0	3,000	3,000															
	2009/2010	RED	0	0	15,000	15,000															
	2009/2010	WRVTU	2,000	0	10,000	12,000															
2010/2011	WRVTU	0	0	5,000	5,000																
			7,550	3,000	83,000	93,550															
Grand Totals:		56,376	41,313	408,844	506,533																

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)

PROJECT LISTING REPORT

County: SAN BERNARDINO

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG Approved Amendments

Local Highway Projects, State Highway Projects, Transit Projects

Cost in Thousands

Lead Agency	Project ID	Alr Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment
LOMA LINDA	SBD031290	SCAB	4380	CAR60	0	0.0	0.0	L	NON-EXEMPT	7	8

■ MOUNTAIN VIEW AVENUE VAN LEUVAN TO PROSPECT WIDEN TWO EXISTING BRIDGES FROM 3 LANES TO 4 LANES

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2006/2007	CITY	225	65	653	943									
2008/2007	HBRR-L	0	0	5,037	5,037									
		225	65	5,690	5,980									

SAN BERNARDINO COUNTY	2006/19	SCAB	S383	PLN40	0	0.0	0.0	L	NON-EXEMPT	1	8
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■ GLEN HELEN PARKWAY FROM 4 LANE TRANSITION RD EAST APPROX. 1,000 FT. TO CAJON WASH-CMRS #382400-EXTEN FOUR LN RD. TO CONSTRUCT NEW BRIDGE STRUCTURE OVER CAJON WASH

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2006/2007	CO	400	0	0	400									
2008/2007	HBRR-L	1,172	0	0	1,172									
		1,572	0	0	1,572									

VARIOUS AGENCIES	20020812	SCAB	S403	NCRH3	10	12.3	14.1	S	NON-EXEMPT	2	8
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■ I-10/CHERRY AVENUE INTERCHANGE - INTERCHANGE RECONSTRUCT -WIDEN JC FROM SLOVER TO VALLEY FROM 4-6 LANES AND 1 AUX LN IN EA. DIR. WITH DOUBLE LEFT TURNS TO RAMPS

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Prior	CO	935	0	0	935									
2007/2008	CO	0	2,142	0	2,142									
2007/2008	STCASH	0	3,908	0	3,908									
2008/2009	CO	0	0	50,912	50,912									
		935	6,050	50,912	57,897									

FONTANA	SBD45000	SCAB	4610	CARH3	10	14.8	15.5	S	NON-EXEMPT	3	8
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■ I-10 AT CITRUS AVE JC RECONSTRUCT IC WITH 6 THRU LANES; & REPLACE BRIDGE OVER CROSSING JC WIDEN FROM 2-6 LNS) AND WIDEN CITRUS FROM SLOVER TO VALLEY 4-6 LNS.

Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2007/2008	FEE	2,000	2,019	0	4,019									
2007/2008	STCASH	0	3,238	0	3,238									
2009/2010	FEE	0	0	43,196	43,196									
		2,000	5,257	43,196	50,453									

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment					
VARIOUS AGENCIES	1830	SCAB	S390	CAXT3	10	17.8	19.3	S	NON-EXEMPT	1	8					
■ I-10 AT CEDAR AVE. BETWEEN SLOVER AND VALLEY- RECONSTRUCT I/C-WIDEN FROM 4-5 LANES WITH LEFT AND RIGHT TURN LANES. ADD AUX LANE ON E/B ON AND OFF RAMPS																
Year	Fund	Eng	R/W	Cons	Total	Prior			2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
2006/2007	CITY	102	0	0	102											
2009/2010	CITY	0	4,500	0	4,500											
2010/2011	CITY	0	0	27,280	27,280											
		102	4,500	27,280	31,882											
VARIOUS AGENCIES	20620	SCAB	4020	CAX68	210	0.0	22.8	S	TCM	7	8					
■ UPLAND TO SAN BERNARDINO FROM LA CO LINE TO RTE215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6+2)-210 CORR. WAUX LNS THRUOUT SEGS. 9-11(SEG.11 INCL CONNECTOR BETWEEN 210 & 215 (MORE))																
Year	Fund	Eng	R/W	Cons	Total	Prior			2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Prior	CMAQ	0	0	19,241	19,241											
Prior	NH-IP	0	0	2,889	2,889											
Prior	STPL	0	0	1,393	1,393											
Prior	STP-RIP	5,931	111,729	121,206	238,866											
Prior	XSSD	15,636	0	44,347	59,983											
2008/2009	CMIA	0	0	22,000	22,000											
2008/2009	STCASH	0	0	57,967	57,967											
		21,567	111,729	269,043	402,339											

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment			
VARIOUS AGENCIES	713	SCAB	S298	CAX89	215	4.1	10.1	S	TCM	3	8			
■ I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP														
Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total
Prior	GMAQ	0	38,877	0	38,877									
Prior	STP-RIP	14,052	42,558	0	56,610									
Prior	XSBD	20,891	0	0	20,891									
2006/2007	GMAQ	0	0	12,658	12,658									
2006/2007	PNRS	0	4,800	23,607	28,407									
2006/2007	STCASH	0	0	57,096	57,096									
2006/2007	STPL	0	0	12,537	12,537									
2006/2007	TCRF	0	0	19,483	19,483									
2006/2007	XSBD	0	6,247	3,291	9,538									
2007/2008	RSTP-AC	0	0	12,682	12,682									
2007/2008	STCASH	5,380	25,273	0	30,653									
2008/2009	GMAQ	0	0	20,460	20,460									
2008/2009	CMIA	0	0	108,120	108,120									
2008/2009	DEMOT2	0	0	2,063	2,063									
2008/2009	PNRS	0	0	2,724	2,724									
2008/2009	RSTP-AC	0	0	4,088	4,088									
2008/2009	STCASH	0	0	162,900	162,900									
2008/2009	STPL	0	0	17,433	17,433									
2008/2009	TCRF	0	0	5,517	5,517									
2008/2009	XSBD	0	0	6,143	6,143									
2009/2010	GMAQ-A	0	0	18,437	18,437									
2009/2010	RSTP-AC	0	0	22,897	22,897									
2010/2011	RSTP-AC	0	0	6,788	6,788									
		40,333	117,755	618,924	677,012									

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)

PROJECT LISTING REPORT

County: VENTURA

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM													SCAG Approved Amendments				Local Highway Projects, State Highway Projects, Transit Projects				Cost in Thousands
Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment										
CALTRANS	VEN070201	SCCAB		CAX62	101	39.8	43.6	S	NON-EXEMPT	2	8										
■ NEAR LA CONCHITA FROM MOBIL PIER RD TO SANTA BARBARA COUNTY LINE ADD HOV LANES IN EACH DIRECTION PLUS ITS FEATURES AND CLOSE3 MEDIAN OPENINGS: ADD PEDESTRIAN UC IN LA CONCHITA																					
	Year	Fund	Eng	R/W	Cons	Total	Prior	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	Total	Grand Total						
	2007/2008	STCASHI	10,611	400	0	11,011															
	2010/2011	CMIA	0	0	65,589	65,589															
			10,611	400	65,589	76,600															
Grand Totals:			10,611	400	65,589	76,600															

MEMO

DATE: June 7, 2007

TO: Transportation and Communications Committee

FROM: Richard J. Marcus, Program Manager, (213) 236-1819, Marcus@scag.ca.gov

SUBJECT: High-Speed Ground Transport Business Case

BACKGROUND:

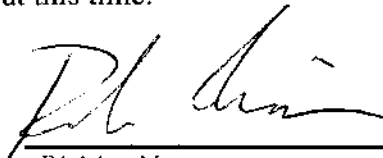
As part of the High Speed Regional Transport (HSRT) system design effort, IBI Group has been developing a business plan approach to financing the high-speed regional system. The HSRT system builds on the effort completed by the Initial Operating Segment and examines an expansion of the system to include access to San Bernardino, Palmdale and San Pedro Bay Ports. Coverage of the HSRT to these locations would allow the system to address the needs of passenger, aviation and goods movement in the regional and tap into the potential business and revenue opportunities.

David Chow of IBI Group will provide an overview of the HSRT concept and preliminary financial results. His presentation will include the purpose and need of the system, a summary of the HSRT system including costs and operating plan, approach to financial analysis and summary of results. Details will be provided on the three core businesses identified in the plan: passenger, aviation and goods movement.

FISCAL IMPACT:

No fiscal impact at this time.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer



HSRT Business Plan Summary

Transportation & Communications Committee

June 7, 2007



CHALLENGES

Southern California's three major transportation challenges (2007 – 2030):

REGIONAL MOBILITY

- Increasing traffic congestion from 2.2m to 5.4m hours of delay
- Unreliability of the roadway system
- Significant environmental and social impacts

AVIATION DEMAND

- Regional demand increase from 80 MAP to 170 MAP
- Growth at LAX and urban airports constrained
- Travel markets of L.A. and O.C. distant from outlying airports with capacity

GOODS MOVEMENT

- San Pedro Ports traffic will more than triple by 2030
- Ports currently handle 43% of all containers entering U.S.
- Shortage of capacity in the ports to keep up with demand
- Significant environmental and health impacts related to current operations



REGIONAL SOLUTION

Challenges can be addressed by a High-Speed Regional Transport system, a high performance and environmentally sensitive transportation concept.

REGIONAL MOBILITY

- Ability to link the urban centers, serving the needs of commuters
- Reduce the number of private vehicles on the road
- Enable intensification of land uses in conjunction with transit accessibility, encouraging more effective land use patterns (2% Strategy)

AVIATION DEMAND

- Create a link between urban centers and airports
- Enable a higher level of service for airport access and connecting passengers
- Improve airport operations and optimize investment of aviation infrastructure

GOODS MOVEMENT

- Link the San Pedro Ports with planned inland port facilities
- Provide capacity to handle and move containers with little or no impacts



THE HSRT SYSTEM

Development of a High-Speed Regional Transport system builds on the years of technical work completed by SCAG and the Maglev Task Force.

- Fully elevated system over existing public transportation corridors
- Use of high-speed, high-capacity trains traveling at speeds up to 250 mph
- 170 mile system linking L.A. core with strategic locations outside of the basin
- Financially self-sustaining project
- Ability to link the capacity in the region together and get better value from infrastructure investments
- Environmentally friendly mode of transport

Passenger (Inland Regional Airport Connector)



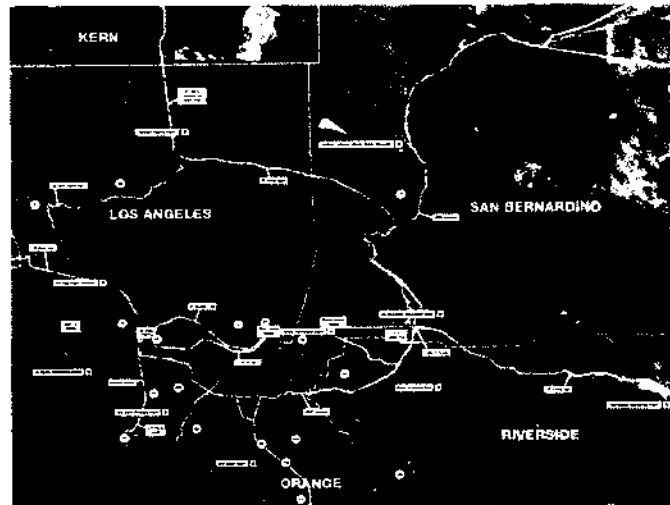
Cargo



Freight



HSRT NETWORK



Legend

- HS Passenger Route
- Connecting to Metro
- Connecting to Light Rail
- Extension to SR
- Extension to SR
- Extension to Pomona

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HSRT COMPONENTS

There are three primary core businesses to the HSRT proposal.

PASSENGER TRANSPORT

- Revenue derived from the transport of passengers and associated businesses
- Commuters fares, station parking, station concessions, etc.

AVIATION SYSTEM

- Revenue from airport access and connecting passengers
- Reduction in airport infrastructure needs and costs
- FAA participation opportunities

GOODS MOVEMENT

- Revenue generated from goods movement fees
- Enhancement of capacity to handle goods in the region
- Substitute for significant environmental mitigation requirements in the region

Fourth component is the RELATED DEVELOPMENT POTENTIAL

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PASSENGER TRANSPORT PERFORMANCE

Link the urban centers, serving the needs of the commuters while reducing the number of vehicles on the road.

Reduced congestion, air and noise pollution, and dependence on oil in addition to enhanced accessibility.

Analysis indicates that HSRT serves 5 to 10% of the travel in the corridors.

HSRT Daily Ridership Forecast

Alignment	Total HSRT Daily Ridership Volumes		
	Year 2014	Year 2025	Year 2040
IOS	49.2 T	65.6 T	80.8 T
IOS+LAX	86.2 T	115.0 T	141.6 T
IOS+LAX+PMD	153.8 T	205.1 T	252.6 T
IOS+LAX+SBD	99.9 T	133.1 T	164.0 T
IOS+LAX+PMD+SBD	167.3 T	223.1 T	274.9 T

T – thousands

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AVIATION SYSTEM PERFORMANCE

Provides a high-speed, high-capacity link between urban and regional airports to allow airports to operate conceptually as one single airport system with multiple remote terminals.

Results indicate airport activity from passenger access and connections between airports amount up to 24% of total passenger activity.

Airport Access and Connecting Passenger HSRT Daily Ridership Forecast

Alignment	Airport Related HSRT Daily Ridership Volumes		
	Year 2014	Year 2025	Year 2040
IOS	6.9 T	9.2 T	11.3 T
IOS+LAX	20.5 T	27.4 T	33.7 T
IOS+LAX+PMD	30.2 T	40.2 T	49.6 T
IOS+LAX+SBD	24.3 T	32.3 T	39.9 T
IOS+LAX+PMD+SBD	33.8 T	45.1 T	55.5 T

T – thousands

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GOODS MOVEMENT PERFORMANCE

A high-capacity, fast and environmentally friendly method of expanding port capacity and goods movement in the region.

The HSRT system is capable of moving over 12,600 container trips per day, over 4.6 million container trips (9.2 million TEU) annually in a shared guideway.

Cargo trains will be a version of the passenger train designed to carry containers and using the same elevated guideway.

Freight operation will run in between passenger service with no degradation of service for passengers.



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HSRT RELATED DEVELOPMENT POTENTIAL

In addition to system performance, value is created in associated real property.

BENEFITS FROM HSRT

- Enhanced accessibility around transit stations and surrounding neighborhoods
- Increased land value and development potential
- More effective land use patterns (consistent with SCAG Compass 2% Strategy)
- New suburban development made possible by extensions to the HSRT system

TYPES OF DEVELOPMENT

- Urban Transit Oriented Development (TOD)
- Suburban TOD
- Development by Goods Movement Centers
- Catalytic Business Creation

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FINANCIAL APPROACH

Challenge of developing a financially defensible approach to project financing.

- Degree of confidence in the cost estimates for capital and operating expenses.
- Level of risk associated with revenue assumed from each of the core businesses.
- More detailed investment quality analysis will be needed in the next phase.

Business plan financial approach addresses the challenges at a level that is sufficient in this stage of the project.

Conservative assumptions used regarding the core business revenues.

Rather than looking at financial gap between cost and revenue, approach identified the fares and fees needed to fully cover capital and operating expenses.

Additional public participation and business opportunities will increase the financial performance of the system.



FINANCIAL PERFORMANCE

HSRT financial performance based on different internal rates of return (IRR) on investment.

26 Year Horizon: IOS+LAX+SBD(4.6M)+PMD(2.2M)+Ports Fees for Various IRR

IRR	CPV	Average Passenger Fare	Freight Fee	
			PMD	SBD
5%	\$35,334 M	\$18.92	\$264.10	\$234.54
7%	\$34,031 M	\$22.90	\$297.00	\$263.76
9%	\$33,062 M	\$27.16	\$331.42	\$294.32
11%	\$32,325 M	\$31.64	\$366.74	\$325.68

40 Year Horizon: IOS+LAX+SBD(4.6M)+PMD(2.2M)+Ports Fees for Various IRR

IRR	CPV	Average Passenger Fare	Freight Fee	
			PMD	SBD
5%	\$36,757 M	\$15.52	\$238.80	\$212.10
7%	\$34,801 M	\$19.96	\$276.16	\$245.26
9%	\$33,485 M	\$24.75	\$314.96	\$279.70
11%	\$32,562 M	\$29.72	\$354.24	\$314.60

60 Year Horizon: IOS+LAX+SBD(4.6M)+PMD(2.2M)+Ports Fees for Various IRR

IRR	CPV	Average Passenger Fare	Freight Fee	
			PMD	SBD
5%	\$37,661 M	\$13.96	\$226.32	\$201.00
7%	\$35,162 M	\$18.84	\$267.86	\$237.88
9%	\$33,634 M	\$24.00	\$309.76	\$275.10
11%	\$32,625 M	\$29.25	\$351.18	\$311.88




FINANCIAL PERFORMANCE

Comparison to current cost to travel on the corridor and move goods. Does not include future costs needed to mitigate congestion and environmental impacts.

THE COST TO DRIVE

	Time (min)	Time (hr)	Time (sec)	Cost (¢/mi)	Cost (\$/hr)	Cost (\$/sec)
West L.A. to Ontario Airport	57	93	32	\$32.04	\$29.76	\$16.62
LAX to Ontario Airport (via Union Station)	67	117	40	\$37.66	\$34.98	\$20.40
LAX to Palmdale Airport (via Union Station)	137	167	82	\$77.00	\$71.52	\$29.46
LAX to San Bernardino Airport (via Union Station)	90	148	52	\$50.99	\$46.99	\$27.20

Costs based on AAA's 2009 Driving Costs Report

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FINANCIAL PERFORMANCE

Comparison to current cost to travel on the corridor and move goods. Does not include future costs needed to mitigate congestion and environmental impacts.

TRUCK TRANSPORT COST

	Cost (\$)	Cost (\$)
Drayage Fee per 40-foot Container	\$400	\$325
Fuel Surcharge (FSC)	20%	20%
Wait for Unloading (if needed)	\$60/hour after 1 hour free	\$60/hour after 1 hour free
Dropoff/Boatail (if needed)	\$200 + FSC	\$100 + FSC
Chassis Rental (if needed)	\$100/day	\$100/day
Non-Business Hour Delivery (if needed)	\$50	\$50
Subtotal Cost per Container	\$490 - \$870*	\$390 - \$660*

*Note: Upper row cost assumes drayage fee with fuel surcharge, dropoff charge, chassis rental and non-business hour delivery.


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CONCLUSIONS

HSRT system is a financially competitive and viable solution for the region.

1. The regional problems are eminent and strategically critical to the nation and the region.
2. The problems can only be resolved from a regional perspective. Incremental and partial solutions will not work.
3. The challenges must be solved on a financially viable basis. Otherwise it will be too costly.
4. HSRT is viable through multiple use and competitive with today's cost and significantly less than future costs with the ability to be financially robust.
5. HSRT can be implemented in stages, becoming more viable as additional lines and greater regional connectivity is achieved.

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MEMO

DATE: June 7, 2007
TO: Transportation and Communications Committee
FROM: Annie Nam, Program Manager, (213)236-1827, nam@scag.ca.gov
SUBJECT: 2007/2008 RTP Baseline Revenue Forecast

BACKGROUND:

Over the past few months, SCAG staff has been working with System Metrics Group to develop the region's baseline revenue forecast for the 2007/2008 RTP. Staff will provide an overview of the current baseline revenue model and discuss some of the underlying economic/growth assumptions for various transportation revenue sources. This draft baseline revenue forecast focuses on existing revenue sources, including local, state, and federal categories of funding (both formula and discretionary) for roadways and transit.

Currently, we are forecasting \$212 billion (2005 dollars) in baseline revenues from FY2006/07 to FY2035/36. In nominal dollars, this translates into nearly \$413 billion in revenues. The majority of funds are generated from local sources (\$147 billion or 70 percent). State funding sources make up a larger share of revenues than in the previous RTP as a result of Proposition 1B (\$41 billion or 19 percent total state funds for the region). Additionally, \$24 billion or 11 percent of total regional baseline revenues are generated from federal sources.

Please refer to the attachment for further details on the revenue model.

FISCAL IMPACT:

Work associated with this information item is included in the current year overall work program.


Reviewed by:

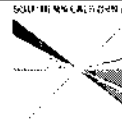

Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer



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Southern California Association of Governments

Transportation and Communication Committee (TCC)

Revenue Model

Los Angeles, CA
June 2007

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**For the 2007 RTP, we developed a revenue forecast model
that includes the primary funding sources in the region**

1) Local Sales Tax Measures	1) State Transportation Improvement Program (STIP) 1a) Regional Improvement Program (RIP) 1b) Inter-Regional Improvement Program (IIP)	1) Congestion Mitigation Air Quality (CMAQ)
2) Transportation Development Act (Local Transportation Fund)	2) State Highway Operation and Protection Program (SHOPP)	2) Regional Surface Transportation Program (RSTP)
3) Gas Excise Tax Subvention	3) State Gasoline Sales Tax (TCRP, Proposition 42, & Proposition 1A)	3) FTA Formula (5307, 5310, 5311, 5309a Fixed Guideway)
4) Farebox Revenue	4) State Transit Assistance Fund (half of Public Transportation Account)	4) FTA Discretionary (5309b New Starts, 5309c Bus)
5) Highway Tolls	5) Hwy. Safety, Traffic, Air Quality, and Port Fund (Proposition 1B)	5) Other Federal
6) Mitigation Fees	6) Other State	
7) Other Local (local agency funds and local miscellaneous)		

**For each category, we forecasted at the county level
for the period from 2004-05 to 2035-36**



INITIAL (REGIONAL) ESTIMATE

Year	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	TOTAL
2004-05	\$0.2	\$183.0	\$13.0	\$9.1	\$12.7	\$6.6	\$222
2005-06	\$0.2	\$190.7	\$13.0	\$9.5	\$12.6	\$6.5	\$242
2006-07	\$0.2	\$198.3	\$12.7	\$9.5	\$12.4	\$6.5	\$235
2007-08	\$0.2	\$207.3	\$12.6	\$10.4	\$13.9	\$6.9	\$253
2008-09	\$1.2	\$276.1	\$25.5	\$10.9	\$14.9	\$10.4	\$324
2009-10	\$1.4	\$320.0	\$26.4	\$11.2	\$16.1	\$10.8	\$385
2010-11	\$2.2	\$344.9	\$24.4	\$11.2	\$16.8	\$11.4	\$399
2011-12	\$4.1	\$244.9	\$25.4	\$12.2	\$16.5	\$11.7	\$311
2012-13	\$2.1	\$255.2	\$26.0	\$12.2	\$17.2	\$12.2	\$324
2013-14	\$2.3	\$266.0	\$27.7	\$12.9	\$17.9	\$12.8	\$339
2014-15	\$0.3	\$277.3			\$18.9	\$13.1	\$303
2015-16	\$0.3	\$289.0			\$19.4	\$13.9	\$307
2016-17	\$0.3	\$301.3			\$20.3	\$14.4	\$323
2017-18	\$0.3	\$314.1			\$21.1	\$15.1	\$332
2018-19	\$0.3	\$327.4	\$24.1	\$25.4	\$22.0	\$15.9	\$415
2019-20	\$0.3	\$341.3	\$26.5	\$27.0	\$22.9	\$16.4	\$434
2020-21	\$0.4	\$355.6	\$27.0	\$27.9	\$23.9	\$17.1	\$462
2021-22	\$0.4	\$370.9	\$28.0	\$28.9	\$24.9	\$17.8	\$497
2022-23	\$0.5	\$386.6	\$40.2	\$29.3	\$26.0	\$18.5	\$491
2023-24	\$0.4	\$402.0	\$41.8	\$30.1	\$27.1	\$19.3	\$512
2024-25	\$0.4	\$420.1	\$43.7	\$31.0	\$28.3	\$20.1	\$534
2025-26	\$1.4	\$430.0	\$45.6	\$31.9	\$29.4	\$21.0	\$556
2026-27	\$0.9	\$449.9	\$47.0	\$32.8	\$30.7	\$21.9	\$566
2027-28	\$0.9	\$470.9	\$48.9	\$33.0	\$32.0	\$22.9	\$586
2028-29	\$1.0	\$486.1	\$51.5	\$34.6	\$33.4	\$23.9	\$600
2029-30	\$1.5	\$517.2	\$53.8	\$35.6	\$34.8	\$24.9	\$607
2030-31	\$1.5	\$538.1	\$56.1	\$36.9	\$36.3	\$25.9	\$636
2031-32	\$2.5	\$552.0	\$58.0	\$38.1	\$37.9	\$26.9	\$674
2032-33	\$0.6	\$566.8	\$61.2	\$38.2	\$38.4	\$28.1	\$674
2033-34	\$0.9	\$611.7	\$63.8	\$39.5	\$41.1	\$29.3	\$728
2034-35	\$0.6	\$636.8	\$66.3	\$41.8	\$42.8	\$30.5	\$809
2035-36	\$0.7	\$651.6	\$69.1	\$43.1	\$44.6	\$31.8	\$863

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**We worked with the county transportation commissions
to build on their forecasts**



- Started with the county forecasts as given
- Filled in data where needed
- Based assumptions on historic data
- Compared historic data to Short-Range Transit Plans and other agency documents
- Compared our forecasts to the county forecasts
- Worked with counties to modify assumptions and their forecasts as needed

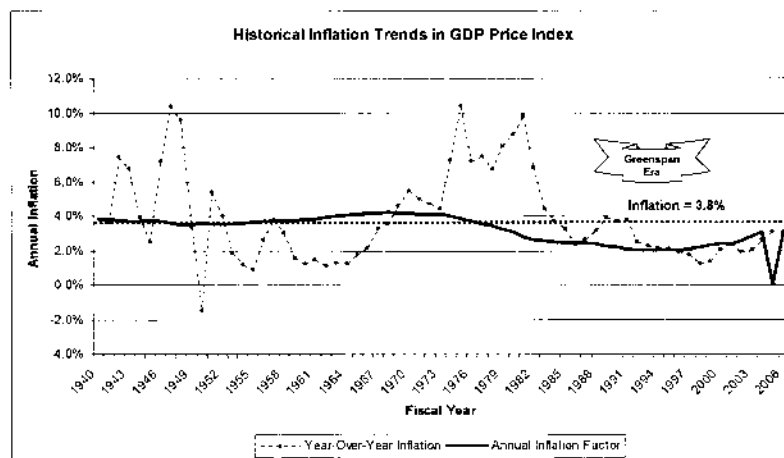
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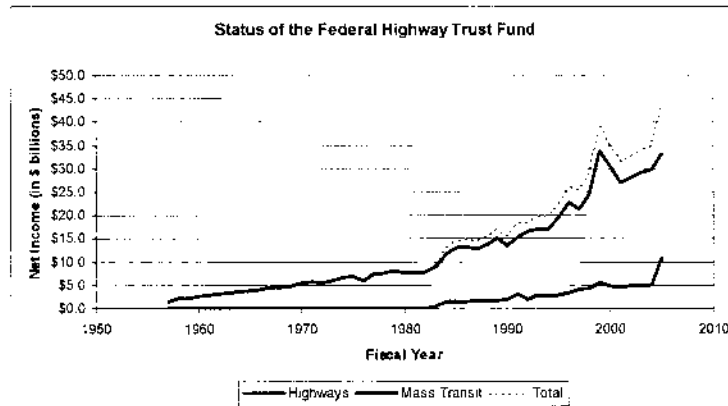
We relied on a number of sources for historical data

- State Controller's Annual Reports
 - gas tax apportionments
 - transit fares, FTA funding
 - developer fees, STA funding, interest
- Board of Equalization: retail sales tax collection, TDA and local sales tax disbursement
- Caltrans: MVSTAFF fuel forecast, CTC-adopted STIP, 4-year SHOPP program, CMAQ and RSTP apportionments
- Federal Highway Administration (FHWA): federal highway trust fund
- Office of Management and Budget (OMB): GDP deflator
- Other: TCA toll revenues, development mitigation forecasts

We controlled for inflation using the Gross Domestic Product (GDP) deflator



The Federal Highway Trust Fund has grown 3.4% annually, but we assumed it is fixed in constant dollars (i.e., grows with inflation)

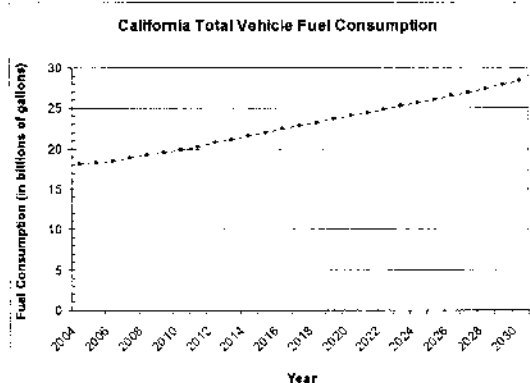


This is included in our estimate of STIP and SHOPP, CMAQ, RSTP, and FTA funding

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Caltrans estimates that California fuel consumption will grow, but we conservatively assume it does not change



Source: Caltrans, California Motor Vehicle Stock, Travel and Fuel Forecast.
December 30, 2005

This is included in our estimates of Gas Sales Tax 40% to Cities and Counties, STA, Gas Tax subvention

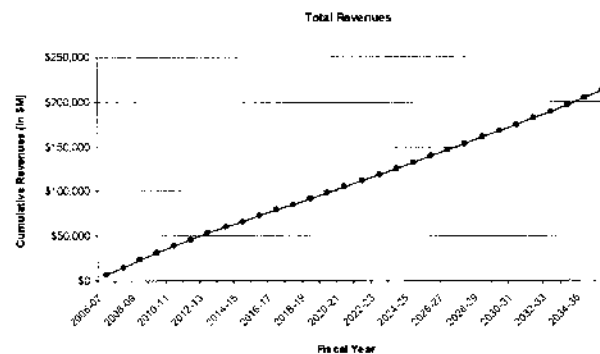
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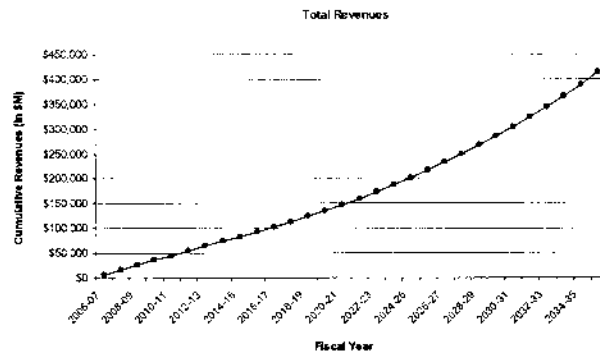
Other Key Assumptions

- Gasoline-based revenues will be kept whole, even if alternative fuels increase in use
- Retail sales grow by historic trends, unless county has a different assumption (always lower)
- Imperial County's Measure D ends in 2010
- The current four-year SHOPP program is representative of future expenditures, which will grow by fuel consumption (0%)
- Region does not meet air quality goals and CMAQ funding is halved in 2020
- Transit fares grow by county forecast (or historic regional average if not forecasted)
- Highway tolls and development mitigation revenues forecasted by local agency
- Region gets its share of Proposition 1B money
- Other, or "catch-all," categories estimated by county

We estimate \$212 billion in revenues available from 2006-07 to 2035-36 (in 2005 dollars)



In nominal dollars, we expect to generate nearly \$413 billion in revenues



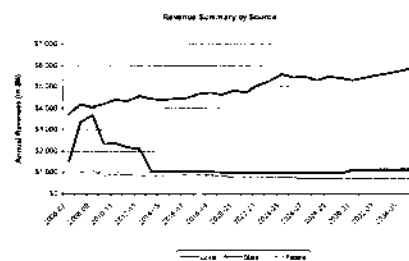
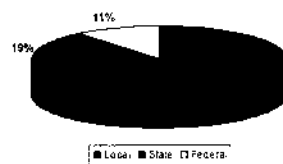
Federal guidelines indicate the RTP should be in nominal dollars

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The majority of funding comes from local sources

Note: The figures on the rest of the slides are in constant (2005) dollars

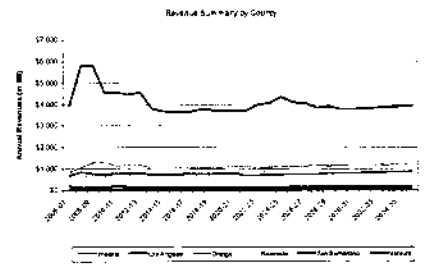
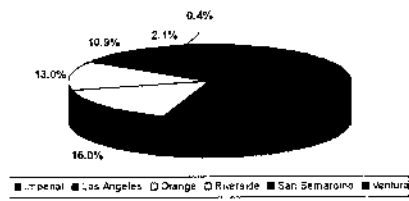


State funding is a larger share (19%) than in the last RTP (15%) as a result of the Proposition 1B funding

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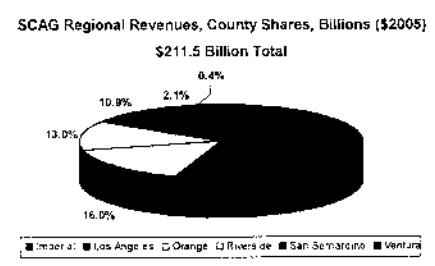
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Revenues by County

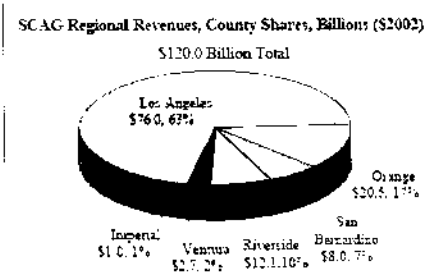


The recent sales tax extensions have increased funding available in San Bernardino and Riverside counties

SCAG Regional Revenues, County Shares, Billions (\$2005)



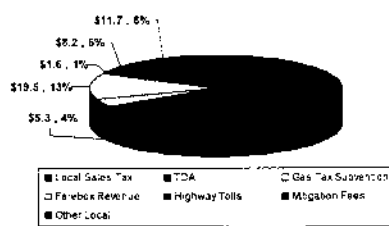
SCAG Regional Revenues, County Shares, Billions (\$2002)



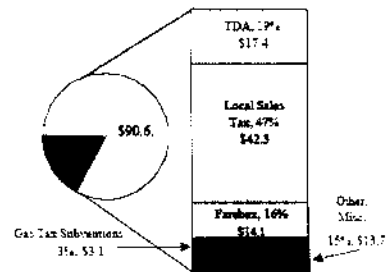
\$147 billion in revenues are from local sources and 50 percent are from sales taxes



SCAG Regional Revenues, Local Sources, Billions (\$2005)
\$147.0 Billion Total



SCAG Regional Revenues, Local Sources, Billions



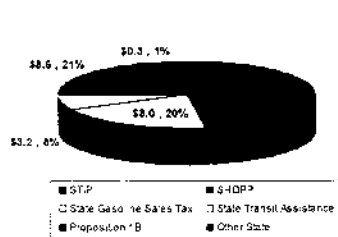
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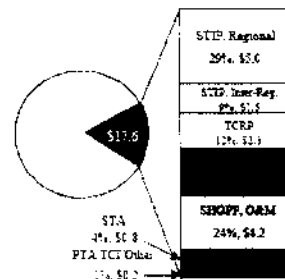
The infrastructure bonds and state gasoline sale taxes comprise roughly 20 percent each of the \$41 billion in forecasted state revenues



SCAG Regional Revenues, State Sources, Billions (\$2005)
\$40.7 Billion Total



SCAG Regional Revenues, State Sources, Billions



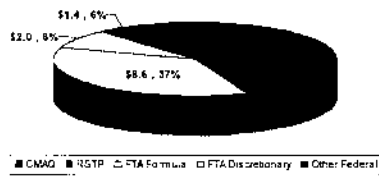
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Revenues of \$24 billion are forecasted from federal sources



SCAG Regional Revenues, Federal Sources, Billions (\$2005)
\$23.8 Billion Total



SCAG Regional Revenues, Federal Sources, Billions (\$2002)

